



Augusta, Georgia

ADA Transition Plan

Update 2020-Draft





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Acronyms

ADA - Americans with Disability Act of 1990 and 2008

ADAAG - Americans with Disability Act Accessibility Guidelines of 2004

APS - Accessible Pedestrian Signal

ASSHTO - American Assoc. of State Highway and Transportation Officials

CFR - Code of Federal Regulations

DOJ - Department of Justice

DOT - Department of Transportation

DWS - Detectable Warning Surface

EEOC - Equal Employment Opportunity Commission

FHWA- Federal Highway Administration

FTA - Federal Transit Administration

GIS- Geographic Information System

GDOT – Georgia Department of Transportation

IBC - International Building Code

ICC/ANSI A117.1 - Accessible and Usable Buildings and Facilities Standards

ISA - International Symbol of Accessibility

MUTCD – Manual on Uniform Traffic Control Devices

NPRM - Notice of Proposed Rulemaking published in the Federal Register

PROW - Public Rights-of-Way

PROWAG - Public Rights-of-Way Accessibility Guidelines

ROW - Rights-of-Way

SETP – ADA Self-Evaluation and Transition Plan

TTY - TeleTYpewriter

UFAS - Uniform Federal Accessibility Standards

1991 Standards - 1991 Standards for Accessible Design

2006 DOT ADA Standards - DOT ADA Standards for Transportation Facilities

2010 Standards – 2010 Standards for Accessible Design



Federal Laws and Regulations

The Rehabilitation Act of 1973, 29 U.S.C. § 794, and the DOJ implementing regulation, 28 C.F.R. Part 42, Subpart G apply to all entities that receive financial assistance from the Federal Government and requires that recipients do not discriminate on the basis of disability.

The Department of Transportation Accessibility Standards of 2006, 49 C.F.R. Part 37 adopting new Standards for Accessible Transportation Facilities.

Title I of the Americans with Disabilities Act of 1990 as amended ("ADA"), 42 U.S.C. §§ 12111-12117, and the EEOC implementing regulation, 29 CFR Part 1630 and the DOJ implementing regulation 28 C.F.R. Part 37.1 apply to all state and local government entities.

Title II of the Americans with Disabilities Act of 1990 as amended ("ADA"), 42 U.S.C. §§ 12131-12165, and the DOJ implementing regulation, 28 C.F.R. Part 35 apply to all state and local government entities' services including public transportation.

Title III Americans with Disabilities Act of 1990 as amended ("ADA"), 42 U.S.C. §§ 12181-12189, and the DOJ implementing regulation, 28 C.F.R. Part 36 apply to all places of business serving the public (public accommodation).

Title IV Americans with Disabilities Act of 1990 as amended ("ADA"), 42 U.S.C. §§ 12201-12213, and the DOJ implementing regulation, 28 C.F.R. Part 35 include provisions for the U.S. Access Board to issue accessibility standards and provide technical assistance.

Title II Regulations

28 C.F.R. § 35.105, which requires public entities to conduct self-evaluations of their programs, policies, practices and services, provide an opportunity for interested persons with disabilities to participate in the process by submitting comments, and make modifications necessary to comply with the Department's Title II regulations;

28 C.F.R. § 35.106, which requires public entities to notify applicants, participants, beneficiaries, and other interested persons of their rights and the City's obligations under Title II and the Department's regulations;

28 C.F.R. § 35.107(a), which requires public entities to designate a responsible employee to coordinate their efforts to comply with Title II and carry out the City's ADA responsibilities;

28 C.F.R. § 35.107(b), which requires public entities to establish a grievance procedure for resolving complaints of violations of Title II;

28 C.F.R. § 35.108, which defines "disability" to mean: (1) a physical or mental impairment that substantially limits one or more major life activities, (2) a record of such impairment, or (3) being regarded as having such an impairment.

28 C.F.R. § 35.133, which requires public entities to maintain those features of facilities and equipment that are required to be readily accessible and usable by persons with disabilities.

28 C.F.R. § 35.134, which requires prohibits retaliation or coercion by public and private entities against any individual in the exercise of any right granted or protected by the ADA.



28 C.F.R. § 35.136, which requires public entities to modify its policies, practices or procedures to permit the use of a trained service animal by a person with a disability.

28 C.F.R. § 35.137, which requires public entities to permit individuals with mobility devices to use wheelchairs, other power-driven mobility devices and manually-powered mobility devices in any areas open to pedestrian use.

28 C.F.R. § 35.138, which requires public entities to comply with the regulations in this part governing the sale of wheelchair and companion seat tickets to events.

28 C.F.R. § 35.140, which requires prohibits employment discrimination on the basis of disability under any service, program or activity conducted by a public entity.

28 C.F.R. § 35.150, which requires public entities to operate each program, service, and activity so that, when viewed in their entirety, they are readily accessible to and usable by individuals with disabilities, by:

- delivering services, programs, or activities in alternate ways, such as by redesigning equipment, reassigning services, assigning aides, and undertaking home visits; and

- making physical changes to buildings, in accordance with the Department's Title II regulation, 28 C.F.R. §35.151, and the ADA Standards for Accessible Design ("Standards") or the Uniform Federal Accessibility Standards ("UFAS");

28 C.F.R. § 35.151, which requires public entities to ensure that facilities which newly constructed or for which alteration began after January 26, 1992, are readily accessible to and usable by people with disabilities, in accordance with: 1) the Department's Title II regulation; and 2) the Standards or UFAS;

28 C.F.R. § 35.160, which requires public entities to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others, including furnishing auxiliary aids and services when necessary;

28 C.F.R. § 35.161, which requires public entities to communicate through use of a teletypewriter (TTY), or other equally effective telecommunications system, with individuals who have hearing or speech impairments;

28 C.F.R. § 35.162, which requires public entities to provide direct access via TTY or computer to telephone emergency services, including 911 services, for persons who use TTY's and computer modems;

28 C.F.R. § 35.163(a), which requires public entities to provide information for interested persons with disabilities concerning the existence and location of the City's accessible services, activities, and facilities; and

28 C.F.R. § 35.163(b), which requires public entities to provide signage at all inaccessible entrances to each of its facilities, directing users to an accessible entrance or to information about accessible facilities.



Georgia Codes

O.C.G.A. Title 30 Chapter 3 - Access To and Use of Public Facilities by Persons with Disabilities

It is the intent of this chapter to eliminate, insofar as possible, the unnecessary physical barriers encountered by persons with disabilities or elderly persons whose ability to participate in the social and economic life of this state is needlessly restricted when such persons cannot readily use government buildings, public buildings, and facilities used by the public.

The specific amenities to be required include:

- accessible parking spaces in the required number
- least one van accessible space
- accessible pedestrian route
- accessible entrances
- accessible restrooms and shower facilities if provided
- accessible seating, tables and work surfaces

All government buildings, public buildings, and facilities receiving permits for construction or renovation after July 1, 1984, but before July 1, 1995, shall comply with the American National Standards Institute specifications A117.1-1980 or A117.1-1986 (ANSI A117), as applicable, for making buildings accessible to and usable by people with disabilities. All government and public buildings receiving permits for construction or renovation after July 1, 1995, shall comply with the regulations adopted by the Fire Safety Commission which establish the minimum state standards for accessibility.

Any component of a building, structure or facility, which is replaced or moved, except for the purpose of repair shall be required to meet the ANSI A117.1 Standard. Renovations subject to these requirements include the resurfacing, restriping, or repainting of any parking facility whether or not such renovations are required to have a permit from the local governing authorities.

All covered multi-family dwellings constructed for first occupancy for any purpose, or issued a building permit or renewal thereof by a local government after March 31, 1993, shall be designed to have at least one building entrance on an accessible route unless it is technically infeasible to do so. Additionally, the public and common use areas must be readily accessible and usable by persons with disabilities, all doors within all premises sufficiently wide to allow passage by persons in wheelchairs and the required features of adaptable design with regard to the features in the covered dwelling units.

Local governing authorities shall be responsible for the administration and enforcement of this chapter with regard to all government and public buildings and facilities which are not under the jurisdiction of the State Safety Fire Commissioner or the Board of Regents. The local governing authority shall have all necessary powers to promulgate rules, regulations and procedures to implement and enforce their responsibilities.

Local building code officials or the local fire department having jurisdiction over the buildings in question shall from time to time inform, in writing, professional organizations, architects and engineers of this chapter and its application.



Georgia Accessibility Code Chapter 120-3-20

Pursuant to the authority established under O.C.G.A. § 30-3, the Georgia Accessibility Code is the state accessible design regulation adopted by the Safety Fire Commissioner. It establishes the minimum state standards for accessibility in covered buildings receiving permits for construction or renovation after July 1997 and was revised effective March 14, 2012. At that time, the State Fire Marshal's office adopted the 2010 ADA Standards for Accessible Design, which established the minimal accessibility standards for new construction and renovations as set by the DOJ.

The entities responsible for the enforcement of the Georgia Accessibility Code are the State Fire Marshal's Office, The Board of Regents and Local Governing Authorities. Variances from the Georgia Accessibility Code may only be granted from the Commissioner of Insurance.

State and local fire and building officials have the authority to administer and enforce the Georgia Accessibility Code, but not the ADA which is enforced by Federal agencies and courts.

O.C.G.A. Title 40, Chapter 6, Article 10, Part 2 - Parking for Persons with Disabilities

The provisions of this part are applicable to both public and private property. All law enforcement officers of this state and its political subdivisions are expressly authorized to enforce the provisions of this part on private property as well as on public property.

A property owner who is required to provide parking places for persons with disabilities shall designate each such place with a blue reflective sign meeting the applicable requirements specified by Code 40-6-221.

Any business may elect to designate parking places for persons with disabilities for the non-ambulatory. Such parking places shall be in addition to any parking places required under O.C.G.A. § 30-3. Such parking places shall be marked by a sign bearing the words "Parking for Persons with Disabilities--Non-ambulatory Persons Only". The term non-ambulatory means a person who is permanently disabled and who is dependent upon crutches, a walker, or a wheelchair for locomotion.

Offenses

(a) It shall be unlawful for a person to stop, stand or park any vehicle in a parking place for persons with disabilities unless the vehicle displays a valid parking permit for persons with disabilities or a special license plate for disabled veterans or other disabled persons and unless such a person is the driver or passenger in the vehicle. (b) It shall be unlawful for any person to stop, stand or park in a parking place for persons with disabilities except for the purpose of allowing a disabled person to enter or get out of such a vehicle while in such a parking space. (c) It shall be unlawful for any person to stop, stand, or park any vehicle in any areas directly connecting with a parking place for persons with disabilities that is clearly designated for access to such a parking place. (d) It shall be unlawful for anyone other than for whom a disabled parking permit is issued to make use of a parking permit. (e) No person shall park a vehicle so as to block any entrance or exit ramp used by persons with disabilities on public or private property.



Fines

The fine for illegally parking, blocking or stopping in a parking place designated for use by people with disabilities or the use of a parking permit by someone other than the person to whom it was assigned shall be subject to a fine of not less than \$100.00 and not more than \$500.00. Any property owner who is required to provide parking places for persons with disabilities who fails to designate each parking place with a sign meeting the requirements of Code Section 4-6-221 shall be subject to a fine of \$150.00 for each place which is not so designated; however that fine will be waived if the required designation is made within 14 days from the date of the citation.

Towing

In addition to the fines above, any vehicle which is illegally parked in a parking place for persons with disabilities marked "Tow-Away Zone" on public or private property, may be towed away by law enforcement or official security agency of said property at the expense of the owner or leaser of the vehicle.

Enforcement

All law enforcement officers of this state and its political subdivisions is expressly authorized to enforce the provisions of this part on private property as well as on public property. Any county or municipal law enforcement agency of the state which is empowered to enforce the provisions of this part may, at its discretion, appoint any person who is a citizen of the United States, is of good moral character, and has not previously been convicted of a felony to enforce the provisions of Code 40-6-226 within the county or municipality in which the appointing law enforcement agency exercises jurisdiction. Any person appointed and sworn pursuant to this subsection shall be authorized to enforce the provisions of this part in the same manner as any law enforcement officer of the state or any county or municipality of the state subject to the limitations provided in subsection (b) and (c) of the Code section.

GDOT Adoption of PROWAG

The U.S. Access Board's Public Rights of Way Accessibility Guidelines (PROWAG) have not yet been passed by Congress as Federal Regulations. The U.S. Department of Justice currently permits the use of either the 2010 ADA Standards or PROWAG to be used on public sidewalks or on-street parking. Nevertheless, FHWA and GDOT have both adopted the use of PROWAG as part of their Complete Streets Policies. The GDOT Design Policy Manual (2017) states, "Where pedestrian accommodations are provided, they must be accessible by all potential users. Therefore, GDOT adopts the PROWAG requirements as minimum standards for the design of pedestrian accommodations. If meeting a PROWAG requirement is either structurally impractical, technically infeasible, or will result in an unsafe condition, then a decision to select a value or retain an existing condition that does not meet the criteria defined in the PROWAG shall require a comprehensive study by an engineer and the prior approval of a Design Variance from the GDOT Chief Engineer."



Glossary of Terms

Accessible - Refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Accessibility - The degree of usability and design of a physical environment allowing for unobstructed and barrier-free entrance and movement, and that the facilities, equipment, and communication tools are such that they are easily used without adaptation by a person with a disability.

Access Board - The independent Federal agency responsible for developing the ADA Standards for Accessible Design which also provides technical assistance and training on the 2010 Standards. The agency was historically referred to as the Architectural and Transportation Barriers Compliance Board.

ADA Notice - The required ADA Notice of Non-Discrimination which provides the public with the contact information for the ADA Coordinator and with information on the availability of disability accommodations for applicants and employee, alternative formats, reasonable accommodations and an ADA Grievance process.

Alteration - A change to a facility or the public right-of-way that affects, or could affect, access or use of the facility, including changes to structure, grade, or use of the facility. Examples: renovations beyond routine repairs or maintenance, upgrades, reconstruction, major rehabilitation, widening, functional and structural overlays, signal installation and resurfacing of pavement.

Alternative Format - Modification of documents and communication into a format that provides access to persons with disabilities. Alternative formats include large print, Braille, audio, transcripts, captioning, accessible PDFs, hard copy and electronic formatting that is compatible with screen reading software.

Americans with Disabilities Act (ADA) - The 1990 Federal civil rights law that prohibits discrimination against people with disabilities in employment, state and local government programs and activities, public accommodations, transportation, and telecommunications. The ADA requires barrier removal and ADA Transition Plans. The ADA Amendments Act was passed in 2008 and expanded the definition of who is a person with a disability.

Americans with Disabilities Act Accessibility Guidelines (ADAAG) - The 2004 scoping and technical requirements for the design, construction, and alteration of buildings and facilities that were incorporated into the 2010 ADA Standards and the 2006 DOT ADA Standards. These three sets of standards are very similar. However, each contains some additional requirements not contained in the others.

ANSI ICC A117.1A 2009 - The American National Standard (ANSI) for Accessible and Usable Buildings and Facilities that are part of the International Building Code (IBC).

Auxiliary Services - Services provided to individuals with disabilities that enable them to have equal access to programs, services or communications. Auxiliary services must be provided free of charge. Auxiliary services do not include services of a personal nature that are unrelated to providing access. Examples of auxiliary services include sign language interpreting, scribing or reading and assisting transit riders with boarding and exiting vehicles.



Barrier Removal - Removing, replacing or modifying elements that limit or impede access; it may include the installation of curb cuts or ramps, lowering or raising the height of fixtures, repositioning items such as kiosks, furniture or newspaper boxes or other modifications which may provide access. It may include providing services in an alternative manner or location.

Covered Agency - Under the ADA, "covered agency" is an agency that must comply with the law. Under Title II, "covered entities" include state and local governments and public transportation systems.

Complaint – A complaint is a claimed violation of the ADA.

Complimentary Paratransit - Public transit services that provide on-demand curb-to-curb transportation for people with disabilities who cannot use fixed route buses. Paratransit services are meant to compliment the fixed route services and are regulated by the FTA.

Curb Ramp – A curb ramp is a short ramp cutting through a curb to allow access from a wheeled vehicle from one level to another. Usually from the street or parking to the sidewalk.

DOT ADA Standards of 2006 - The ADA Standards that apply to public transit facilities. They include some requirements that are specific to transit facilities, path of travel requirements, ticketing, transit vehicles and bus stop requirements.

Facility - All or any portion of buildings, structures, improvements, elements, pedestrian routes including across streets, bus stops, parking lots, passenger loading zones and on-street parking.

Maintenance - Activities intended to preserve the system, retard future deterioration, and maintain functional condition of a facility. (Maintenance is not an alteration, but pavement resurfacing is an alteration.)

Marked Crossing – A marked crossing is a crosswalk or other identified path intended for pedestrian use in crossing a vehicular travel way. These consist of curb-to-curb crossing on street corners or mid-block crossings.

Maximum Extent Feasible - Applies to the occasional case where technical infeasibility or the natural terrain of a site makes it virtually impossible to comply fully with applicable accessibility standards. In these circumstances, the alteration shall provide the maximum physical accessibility feasible.

Pedestrian Access Route - A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path - A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Person with a Disability - An individual who has a substantial impairment in a major life function or a major bodily function, has a history of such an impairment or is regarded as having such an impairment. The ADAAA of 2008, broadened the definition to provide protections to more people and to include significant temporary impairments.



Place of Public Accommodation - Any private business or non-profit that provides goods or services to the public. Title III of the ADA requires that places of public accommodation cannot discriminate against individuals with disabilities. Places of public accommodation with more than 15 employees are also required to comply with Title I of the ADA.

Project Civic Access - Compliance reviews of local governments that are independently initiated by the Department of Justice under the authority of Title II or Section 504 of the Rehabilitation Act. Reviews result in Settlement Agreements that outline the actions required to remediate deficiencies found and timelines for completing the actions.

Program Accessibility - Central requirement/standards under Section 504 of the Rehabilitation Act of 1973, as well as the ADA, which requires that recipients of Federal funds or contracts and/or state and local government entities operate programs and activities so that “when viewed in its entirety,” such program/activity is readily accessible to and usable by people with disabilities.

Public Agency - Any state or local government, department agency, special-purpose district, or other instrumentality of a state or states or local government, and any public transportation authority.

Public Right-of-Way - Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes such as streets and sidewalks.

Public Transportation - Ground transportation services provided to the public by a local government entity. Public transportation services include buses and rail transportation and are regulated by the FTA and the U.S. Department of Transportation. Public transportation services, vehicles and facilities must comply with the FTA accessibility regulations and the DOT ADA Standards of 2006.

Qualified Individual with a Disability - An individual with a disability who, with or without reasonable accommodations, meets the essential eligibility requirements for receipt of services or participation in a program or activity or employment with a Title II or Title II entity.

Readily Achievable - Something that is able to be carried out without much difficulty or expense. In determining whether an action is readily achievable, factors to be considered include nature and cost of the action in relation to total project budget, legitimate safety requirements that are not predicated on stereotypes, and, if applicable, the overall financial resources of any parent agency. Under Title II, a public agency must remove barriers in existing facilities if it is readily achievable to do so.

Reasonable Accommodation - Modifications or adjustments to a service, activity, program, work environment, or job description which provides a person with a disability equal opportunity for participation and benefit. Reasonable accommodation is a key nondiscrimination requirement of the ADA. Examples may include: modifying policies or procedures, providing alternative formats or auxiliary services to ensure communication, providing assistive technology, or removing architectural or transportation barriers.



Rehabilitation Act of 1973 - The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by Federal agencies, in programs receiving Federal financial assistance, in Federal employment, and in the employment practices of Federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are the same as those used in Title I of the Americans with Disabilities Act.

Section 504 of the Rehabilitation Act- States that "no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under" any program or activity of an entity that receives Federal financial assistance.

Self-Evaluation - Required by ADA Title II, a self-evaluation identifies, reviews, and analyzes the public facilities, programs, activities, and services provided by state and local governments, and documents the accessibility and/or accessibility deficiencies of each.

Service Animal - A dog or miniature horse that is individually trained to complete tasks for a person with a disability. Service Animals are permitted to accompany their handler into all government and private facilities that are open to the public or provide services or goods to the public, transportation vehicles and facilities, places of education or employment, residential and temporary lodging facilities and emergency shelters.

SPLOST- Special-Purpose-Local-Option Sales Tax is a local sales tax used for funding local capital improvement projects. Projects funded include renovating public facilities such as road improvements and construction, building construction and construction of recreational facilities.

Transition Plan - The required formal plan for remediation developed from the self-evaluation that documents the ongoing effort to improve compliance with the ADA over time. The transition plan includes actions, budgets and timelines for remediation actions and identifies the person or department responsible for overseeing the remediation.

Undue Burden - With respect to complying with Title II or Title III of the ADA, the identified administrative or financial costs associated with providing an accommodation or making program, service or activity accessible are determined to be excessively burdensome. The financial resources of the entire entity, rather than a single program or department, must be taken into consideration when making the determination of undue financial burden. The executive officer of the entity must sign-off on the written denial of accommodation or access on the basis of undue burden.

Uniform Federal Accessibility Standards - The accessibility standards that along with the 1991 Standards applied to Title II facilities constructed or altered prior to the effective date of the 2010 Standards on March 15, 2012. UFAS still applies to FHA multi-family complexes.

Visual Impairment - Loss or partial loss of vision not correctable by regular eyeglasses.

2010 ADA Standards for Accessible Design - The scoping requirements and technical standards for facility accessibility that apply to all Title II and Title III facility renovations or new construction that began on or after March 15, 2012. They replaced the 1991 ADA Standards, ADAAG and UFAS. They have been incorporated into the International Building Code (IBC) and American National Standard (ANSI) accessibility codes that are adopted as Georgia State Building Codes.



1.0 INTRODUCTION AND EXECUTIVE SUMMARY

Introduction

According to the 2017 American Community Survey conducted by the U.S. Census Bureau, Richmond County is home to 31,996 people with disabilities. Disabilities impact all ages, but the prevalence of disabilities from mobility impairments, respiratory impairments, chronic medical conditions and visual impairments increases with age. People with disabilities are more likely than their peers to be living in poverty and to utilize public transportation, public facilities, public services and emergency shelters.

Signed into law by President George H.W. Bush in 1990, the Americans with Disabilities Act of 1990 (ADA) is the comprehensive federal civil rights law that protects individuals from disability-based discrimination. Public entities must comply with Titles I and II of the ADA and ensure that employment practices and public services, activities and programs provide equal access to persons with disabilities and must develop an ADA Transition Plan for removal of the identified barriers to equal access. Enforcement of the ADA is carried out by the DOJ, DOT, FTA, EEOC, FAA and U.S. District Courts in response to complaints. Title II of the ADA is also enforced through DOJ Project Civic Access Compliance Reviews.

ADA Transition Plan Updates fulfill the required comprehensive planning for ADA compliance by identifying and planning for the removal of both structural and non-structural barriers to equal access. The ADA Transition Plan Updates also serve to notify the public of the location of both accessible and inaccessible facilities and services and inform persons with disabilities of their right to request reasonable accommodations, auxiliary services and alternative formats.

Since January 26, 1992, all altered or newly constructed buildings and recreation, pedestrian, parking and transit facilities have been required to comply with the ADA technical standards in effect at the time construction begins. The ADA Standards have been incorporated into the International Building Code (IBC) adopted by Georgia, the Official Code of Georgia, the DOT ADA Standards and the GDOT Design Policy Manual. New construction must fully meet the current ADA scoping and technical standards. Renovations of facilities must meet the current accessibility standards unless doing so is technically infeasible. When complete accessibility or compliance cannot be achieved, the duty to provide access to services and programs remains.

Designs and budgets for facility renovations must include the required accessible pedestrian route improvements to, into and within the facility with costs for providing an accessible route capped at 20% of the total project budget. The required accessible route connects accessible parking and site arrival locations to primary function areas. Evading compliance with the ADA by dividing a renovation project into a series of smaller alterations is prohibited. Exceptions to accessibility requirements based upon cost or technical infeasibility must be appropriately documented, and compliance with the accessibility standards must be achieved to the maximum extent possible.

Inaccessible facilities that have not been renovated since 1992, must be made accessible through temporary measures or must post a public notice of who to contact to request accessible services or reasonable accommodations. When facilities or services are not accessible, reasonable accommodations must be provided. However, if a municipality can demonstrate that complying would be administratively or financially overburdensome, then it is not required to provide the requested ADA reasonable accommodation. All such denials must be based upon a case-by-case analysis and documented as approved by the chief executive or a designee.



Background

Augusta, Georgia completed two prior ADA Self-evaluation and Transition Plans (SETPs) in 2007 and 2016 in response to requests from the FHWA. Title II of the Americans with Disabilities Act (ADA) provides that local governments must ensure that all of their programs, activities and services are conducted in a non-discriminatory manner and provide equal access to persons with disabilities, especially those in wheelchairs or with visual or hearing impairments. An ADA Self-evaluation consists of an accessibility survey of all public facilities including public sidewalks, crosswalks and bus stops and an accessibility review all services, programs and activities. The required ADA Transition Plan charts the required remedial actions and must include proposed timelines, project budgets and identify the individuals responsible for the removal of the identified physical barriers and the modification of discriminatory policies, practices and procedures.

The 2007 ADA/504 Plan identified the Administrator as the ADA Coordinator and included a plan for hiring an ADA Consultant and establishing an ADA Task Force. ADA training of Augusta-Richmond County staff and supervisors was initiated. The 2007 ADA/504 Plan highlighted the following areas:

- A plan for improving the accessibility of all websites and digital content
- The need to establish a process for converting documents into accessible formats
- An ADA compliance review of Augusta Public Transit policies and services
- A plan for the remediation of bus stops and sidewalks along Wrightsboro Road
- A 3-month schedule for routine curb ramp inspections and maintenance

In 2012, the Georgia Division of FHWA requested the submission of a copy of the Augusta ADA Self-Assessment and Transition Plan and required the inclusion of an inventory of all non-compliant sidewalks, crosswalks, bus stops, signs and pedestrian signals and a timeline for their remediation.

Cranston Engineering was hired to complete the assessment. The 2016 ADA Self-evaluation and Transition Plan (SETP) focused on the accessibility of the pedestrian facilities in the public-rights-of-way (PROW) in downtown Augusta and near schools and bus stops. The public sidewalks, curb ramps, pedestrian crosswalks and bus stops were evaluated using the federal accessibility standards and an impedance-based scoring system. The results were used to create a prioritized list of remediation projects with projected budgets that was intended to serve as an ADA Transition Plan for the sidewalks and bus stops evaluated.

The 2016 SETP report included an overview of Titles I - V of the ADA and the Administrative Requirements of Title II along with recommendations for meeting those requirements. A survey of City websites and a survey of department directors' knowledge of the requirements of the ADA was used to evaluate the ADA compliance of Augusta, Georgia's policies, practices and procedures.

The 2016 ADA SETP was adopted by the Augusta, Georgia Commission on February 6, 2018, and submitted to Georgia Department of Transportation (GDOT) on April 11, 2018 for inclusion in the Georgia State ADA Transition Plan submitted to FHWA. Effective beginning in 2019, GDOT will require that an ADA Transition Plan Update be submitted to the GDOT ADA Coordinator annually.



PROW Facilities Summary

In the 2016 SETP, a total of 234 miles of sidewalk were evaluated for accessibility with 25% of the sidewalk sections having vertical cracks of one-half inch or greater. Of the 588 bus stops evaluated, 522 were lacking concrete pads or had non-compliant boarding areas that measured less than the required minimum 96" x 60" in size, and 241 did not connect to an accessible sidewalk. A "Hot Zone Map" of the sidewalk and curb ramp assessments completed by Cranston Engineering in 2016 may be found on page 54 of this document.

The 2016 SETP identified over \$105 million in needed sidewalk and bus stop remediation. Citizen requests for sidewalk or curb ramp repairs or remediation of accessibility are captured in Cityworks through Augusta 311 and the ADA Complaint Process and forwarded to Traffic Engineering. Between 2/2015 and 5/2019 there were 144 citizen requests for sidewalk or curb ramp remediation.

Accessibility Remediation Progress

There were 14 large street projects scheduled to begin between 2016 and 2018 that included sidewalks, pedestrian signals and curb ramp improvements. An additional 9 large street projects are funded and scheduled to begin between 2019 and 2022 that include sidewalk and curb ramp improvements. The projected budget for the sidewalk and curb ramp improvements in these street projects is expected to be approximately \$12 million and will significantly improve the accessibility of pedestrian facilities in the public-rights-of-way in Augusta - Richmond County.

In 2015, SPLOST 7 funding included \$2 million in funds to be used towards ADA sidewalk remediation and \$680,000 towards bus shelters and ADA compliant bus pads. Those funds will be depleted by the end of 2019 and additional funding will be needed to continue the remediation projects that fall outside of large road improvement projects and to respond to citizen complaints of dangerous or inaccessible sidewalks and bus stops. Sidewalks cracked by tree roots and curb ramps with excess slope and cross slope make many sidewalks dangerous or inaccessible for people in wheelchairs. The majority of bus stops remain inaccessible to wheelchairs because they do not connect to accessible sidewalks or the street or boarding access is blocked by parked vehicles.

Accessible on-street parking spaces are required to ensure that individuals with a disabilities have access to restaurants, services, businesses, jobs and apartments. Georgia disabled permit parking spaces have been added downtown, but still fall short of number required. Additional spaces are planned for the downtown area in 2019. All Georgia disabled permit parking spaces, passenger loading zones newly constructed or renovated must meet the DOJ, DOT and GDOT technical standards.

Providing sufficient ADA compliant parking for large downtown events creates a challenge due to the ADA requirement that all accessible parking spaces must be located in the parking spaces nearest the accessible entrance to the event. Traffic Engineering and Recreation and Parks work with events downtown to ensure compliance by creating temporary ADA permit parking spaces clustered near the event entrance as required by the Department of Justice guidelines.



Policy and Communication Benchmarks

The administrative requirements of designating an ADA Coordinator, establishing a Disability Complaint Procedure and posting an ADA Notice of Non-discrimination have been completed. The self-evaluation of all policies, programs, services and communications is predicated on staff knowledge of the ADA.

Therefore, staff training has been initiated to ensure that employees have an understanding of the ADA, Section 504 and Georgia accessibility codes as they apply to local government services. ADA training has been part of New Hire Orientation since May 2017. The ADA Coordinator has also provided ADA training to groups of staff in Recreation and Parks, Traffic Engineering and the 911 Call Center. Risk Management supervisors from several departments received ADA Training in conjunction with their annual EEO Training. The Sheriff's Office has initiated comprehensive training of officers which focuses on interacting with individuals with disabilities.

Progress has been made in meeting the effective communication requirements of the ADA. Training on answering Georgia Relay Service calls was provided to front desk staff from across all departments, Sheriffs Office staff, RCCI staff and all Augusta 311 staff. Georgia Relay training is included in New Hire Orientation. Vendors who provide sign language interpretation and Braille production services have been identified. Assistive listening devices for events in the Commission Chambers are available, and a notice has been posted near the chambers entrance.

The websites for Augusta Regional Airport, the Sheriffs Office, Augusta Transit, Appleby Library and Environmental Services have been reviewed for the inclusion of the required information on accessibility requests and ADA complaint procedures. The requirements for providing accessible web content and accessible online forms and documents have been reviewed with Information Technology staff and Human Resources staff. As result, a prominent link for Accessibility Requests and the ADA Non-discrimination Notice are linked in the footer of the augustaga.gov website, and the ADA Reasonable Accommodation Policy for job applicants and employees is linked on the Human Resources website.

ADA liaisons have been established in several departments including the Sheriffs Office, Augusta Regional Airport, Recreation and Parks, Central Services, Transit, Traffic Engineering, Planning and Development, Libraries and the Board of Elections. The ADA Coordinator has worked with these departmental liaisons to evaluate their departmental policies, services and facilities for accessibility and to identify, prioritize and monitor remediation efforts. The identification and remediation of structural and non-structural barriers to accessibility are ongoing in these and other departments.

During 2019, the Planning and Development Department began the process of updating the off-street parking ordinances which will include a section on Accessible Parking that reflects the requirements of Georgia Code and the 2010 ADA Standards. This will provide specific and enforceable standards for the construction and resurfacing of parking facilities in Augusta - Richmond County. The Planning and Development Department has also begun work on a local Complete Streets Policy that will provide guidance for enhancing pedestrian safety and accessibility in future street renovation and construction projects.



Program and Services Accessibility

The Augusta, Georgia ADA Transition Plans must go beyond the facilities in the public-rights-of way evaluated in 2016. Sequential transition plans may be used to achieve a comprehensive plan for remediation. Facilities and services that have been documented on a Transition Plan and fully remediated do not need to be included in the next update.

All buildings included this report have been surveyed for "Priority 1" accessibility, which includes evaluating that sufficient numbers of appropriately marked accessible parking spaces are present and that curb ramps, pedestrian routes from parking and building entrances are accessible. In addition to Priority 1 accessibility, facilities used as emergency shelters and cooling shelters were also surveyed to identify facilities with accessible restrooms and accessible shower facilities.

Forty-two non-recreational facilities were surveyed. The Law Department, Appleby Library, the Agricultural Extension Services Office and the Humane Society were found to lack accessible entrances. The Law Department has a planned renovation to begin in 2019 that will create an accessible entrance that connects to ADA parking in the Municipal Campus parking lot.

Appleby Library, the Extension Office and the Humane Society all lack designated ADA compliant parking, an accessible pedestrian route and an accessible entrance. Installing ADA and Georgia Code compliant parking at these facilities should not be delayed until the buildings are accessible.

The ADA requires that all inaccessible facilities shall post accessibility notices to the public at the bottom of their stairs and on their websites. The notices must include a phone number that can be called for assistance and information. Staff shall be trained on how to provide the public with information on the availability of disability accommodations at these locations and the availability of services at alternative locations that are fully accessible.

The Augusta Recreation and Parks Department is currently improving program accessibility at several facilities. Repainting parking to include access aisles, adding the official Georgia accessible parking signs at the required height and repairing cracked and uneven sidewalks are all "readily achievable" improvements in accessibility that can be accomplished easily and at minimal expense. SPLOST funds have been designated for maintaining, improving and extending the sidewalks at several recreations centers and at Magnolia Cemetery and will positively impact the ADA compliance at these facilities. Only the recreation and community center facilities that are currently used for emergency shelters, cooling shelters or polling locations are included in the current Transition Plan Update.

Forty-two polling locations were surveyed for program accessibility and for interior access to the voting area. It has been a long standing policy of the Board of Elections that all polling locations are evaluated for accessibility prior to being selected. In 2018, one polling location at Minnick Park required the installation of a threshold ramp and Wallace Branch Library required remediation of public sidewalk curb ramps. Two locations will be moved to more accessible facilities prior to the first 2020 elections. Temporary measures approved by the U.S. Department of Justice are used to improve accessibility at voting locations that are not owned by Augusta, Georgia. Temporary remediation measures include adding temporary parking and directional signs, marking access aisles, adding door buzzers and placing rubber mats over uneven concrete.



Augusta-Richmond County emergency shelters are located at public community centers, public schools and a few churches. Augusta, Georgia currently has 30 identified facilities that may be used as emergency or cooling shelters. All shelters surveyed provide accessible parking, accessible pedestrian routes from parking and accessible entrances. All but 3 have wheelchair accessible restrooms and 14 have accessible shower facilities. Shelters with accessible restroom and shower facilities and refrigeration equipment are necessary for individuals who are disabled or take medication which requires refrigeration. None of the current shelters indicated that they had facilities for service dogs or emotional support animals during an emergency.

Augusta Regional Airport has made several improvements to the physical accessibility of their facility and flights. New accessible boarding bridges have replaced the steps used to board the planes at both gates. Renovated restrooms meet the most current accessibility standards and accessible unisex restrooms have automatic door openers. Passenger Assistance Liaisons provide wheelchair and baggage assistance to passengers with disabilities.

Transition Plans for Facilities and Services

The current Augusta Georgia ADA Transition Plans for PROW Pedestrian Facilities and Augusta-Richmond County Services and Programs may be found in Appendices A and B of this document. The projects listed in Appendix A includes sidewalks and bus stops remediated since the 2016 SETP or funded and scheduled for remediation at this time. PROW accessibility remediation projects funded through SPLOST 8 and TIA in 2023 or later will be included in the next Transition Plan Update as information becomes available. The Augusta-Richmond County Commission has proposed a 5-year Capital Improvement Plan for bus stops that would include 125 ADA compliant bus stops with ADA compliant shelters and installation of 500 ADA compliant bus stop signs,

The current Transition Plan for Public Programs and Services other than recreational services and fire stations may be found in the Appendix B of this document and includes accessible parking, accessible routes from arrival points and entrance accessibility.

Subsequent ADA Transition Plan Updates will include Recreational Programs and services and Fire Station accessibility as well as accessibility surveys of the interior features of public buildings such as service desks, restrooms, signage, water fountains and major function areas. Compliant and fully remediated facilities will not be included in future ADA Transition Plan Updates.

The current ADA Transition Plan Update is part of the required ongoing commitment by Augusta, Georgia to evaluate and remediate facilities and policies that create barriers to the equal participation of individuals with disabilities. The Augusta, Georgia ADA Transition Plan is a living document that is required by federal law and must be updated annually and submitted to GDOT.

Improvements in accessibility that goes beyond the minimum requirements benefits the community as a whole, and its incorporation into any planning process could provide benefits beyond basic compliancy without adding to the ultimate cost of development.



Transition Plan Priorities

The Augusta, Georgia ADA Transition Plan Updates must be comprehensive and go beyond Augusta's public facilities to include administrative policies and procedures, communications, and services, programs and activities. Facilities, services, programs and activities that have been documented on a Transition Plan and fully remediated do not need to be included in the next update as individual items unless they become inaccessible. Overtime, older inaccessible facilities, services, policies and communications will be improved or replaced by accessible ones.

The recommended priorities for bringing Augusta, Georgia's policies, practices and procedures into compliance with federal and state accessibility laws and regulations include the following:

- *Provide annual ADA Title I -V compliance training to all City of Augusta employees*
- *Include the ADA Employee Reasonable Accommodation Policies in the PPPM*
- *Ensure that all websites are ADA compliant and include accessibility notices*
- *Establish processes for creating accessible web-content and alternative formats*
- *Budget and establish process for captioning or transcribing online videos*
- *Establish a Citizen's Accessibility Advisory Council*
- *Budget for sidewalk and bus stop accessibility remediation requests from citizens*
- *Budget for curb ramp remediation and installation in all road resurfacing projects*
- *Enforce Georgia State Traffic Code - "Parking for Persons with Disabilities"*
- *Establish local accessibility codes reflective of Georgia State Accessibility Codes*
- *Update the 2004 Street and Road Design Manual to include the ADA PROW requirements*
- *Establish a local code for "no parking" zones at bus stops to ensure accessibility*
- *Establish a local code for "on-street residential disabled permit parking"*
- *Ensure that all bus stop pads connect to accessible sidewalks with curb ramps*
- *Ensure that ADA compliant pedestrian routes around construction are provided*
- *Designate the required number of on-street accessible parking spaces*
- *Ensure that angled on-street parking has access aisles and curb ramps*
- *Budget for accessibility remediation of Polling Places and Emergency Shelters*
- *Ensure emergency management procedures are fully ADA Compliant*
- *Ensure that all emergency shelters have ADA compliant restrooms*
- *Ensure that all city-owned parking complies with the ADA and Georgia Codes*
- *Ensure that all facility renovations comply with accessible route of travel requirements*
- *Ensure that all facility renovations are compliant with Georgia Accessibility Codes*
- *Ensure that facilities have ADA directional signage at non-accessible entrances*



2.0 ORGANIZATIONAL RESPONSIBILITIES

Introduction

As a local government entity, the City of Augusta is required to comply with Title II of the ADA and its implementing regulation, 28 C.F.R. Part 35. Because the City receives funds from several agencies of the Federal Government, it is also required to comply with Section 504 of the Rehabilitation Act of 1973 and its implementing regulation, 28 C.F.R. Part 42, Subpart G. This ADA Transition Plan Update is serves to meet the following requirements of Title II:

- 1.) to conduct self-evaluations of their programs, policies, practices and services;
- 2.) to make modifications necessary to comply with the Title II regulations;
- 3.) to notify applicants, participants, beneficiaries and other interested persons of their rights and the City's obligations under Title II;
- 4.) to designate a responsible employee to coordinate their efforts to comply with Title II and carry out the City's ADA responsibilities;
- 5.) to establish a grievance procedure for resolving complaints of violations of Title II;
- 6.) to operate each program service and activity so that when viewed in their entirety, they are readily accessible to and usable by individuals with disabilities by:
 - making physical changes to facilities in accordance with the ADA Standards, and
 - delivering services, programs or activities in alternate ways;
- 7.) to ensure that facilities that are newly constructed or for which alteration began after January 26, 1992, are readily accessible and usable by people with disabilities in accordance with the ADA Standards in effect at the time of construction;
- 8.) to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with other, including furnishing auxiliary aids or services when necessary;
- 9.) to communicate through the use of a teletypewriter or other effective communications system, with individuals who have hearing or speech impairments;
- 10.) provide direct access to telephone emergency services, including 911 services, for persons who use teletypewriters or computers to telephone emergency services;
- 11.) to provide information to interested persons with disabilities concerning the existence and location of the City's accessible services, activities and facilities;
- 12.) to provide signage at all inaccessible entrances to each of its facilities, directing users to an accessible entrance or to information about accessible facilities and services; and
- 13.) to maintain all accessible features of the City's facilities to ensure accessible facilities and services.

Title II of the ADA also provides protections from disability employment discrimination as implemented through the reasonable accommodation and equal employment opportunity provisions of Title I of the ADA. Title I protects both applicants and employees from disability-based discrimination. Compliance with Title I of the ADA is beyond the scope of this ADA Transition Plan Update.



Augusta, Georgia Government

The City of Augusta consolidated with Richmond County in 1996 and currently has a population of just over 200,000 people. The consolidated Augusta-Richmond County government consists of a Mayor and 10 County Commissioners. Public transportation services in Augusta include Augusta Transit, Augusta Regional Airport and Daniel Field Airport. Augusta-Richmond County Recreation and Parks Department has community centers, recreational facilities and parks throughout the county. Augusta - Richmond County is located in GDOT District 2 - Area 4.

Both Title I and Title II of the ADA protect job applicants and employees from disability-related discrimination. Reasonable accommodations must be provided to qualified applicants and employees, and each employee's situation must be evaluated without bias and unfounded assumptions. The Employee Relations Manager in the Augusta, Georgia Human Resources (HR) Department administers the ADA Title I Reasonable Accommodation policy outlined in the *ADA Reasonable Accommodation Procedures* posted on the HR website. The EEO Coordinator in the Augusta, Georgia Compliance Department is responsible for investigating ADA Title I complaints, as well as, conducting non-discrimination training and complaint investigations for all federally protected classes of applicants and employees.

The Augusta, Georgia Compliance Department was established in 2016 and includes the Equal Employment Opportunity Division (EEO), Accessibility Division (ADA) and Disadvantaged Business Enterprise (DBE)/Local Small Business Opportunity Program (LSBOP) Division. The Compliance Director is Ms. Treza Edwards, who reports directly to the Mayor and the Commission. The Compliance Director provides oversight and supervision to the EEO, ADA and DBE Coordinators.

Augusta, Georgia Compliance Department Organizational Chart

Current as of 3/9/2020

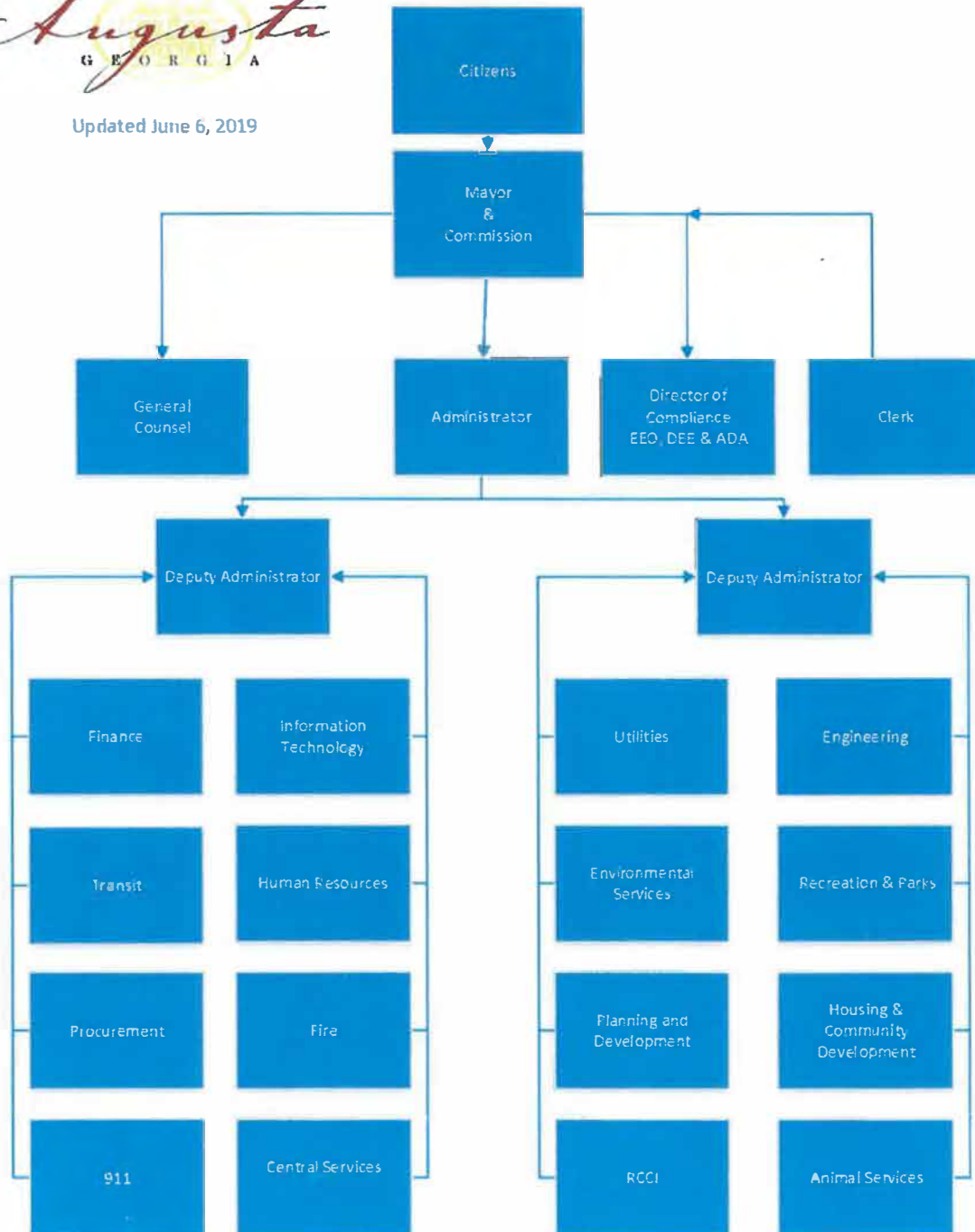




Augusta, Georgia Organizational Chart



Updated June 6, 2019





ADA Requirements for Local Governments

ADA Coordinator

If a public entity has more than 50 employees, it is required to designate at least one employee to coordinate ADA compliance. A government entity may elect to have more than one ADA Coordinator.

The ADA Coordinator is responsible for coordinating the efforts of the government entity to comply with Title II and investigates any complaints that the entity has violated Title II. The name, office address, and telephone number of the ADA Coordinator must be posted online and distributed to staff and the public.

Having an ADA Coordinator also benefits local government entities. It provides a specific contact person with knowledge and technical information about the ADA so that questions by staff can be answered efficiently and consistently. In addition, she or he coordinates compliance measures and can be instrumental in ensuring that compliance plans move forward. The responsibilities of the ADA Coordinator include:

- Providing oversight to ADA compliance efforts
- Conducting ADA evaluations of policies, programs, services and facilities
- ADA Transition Plan Updates
- Investigating complaints of disability discrimination
- Providing training to employees regarding the requirements of the ADA
- Reviewing facility designs and construction for compliance
- Participating in prioritizing projects that improve accessibility

ADA Notice of Non-Discrimination

The notification requirements of the ADA require local governments to distribute an ADA Notice of Non-Discrimination to all applicants, employees and the public. The notice must provide information on the right to request reasonable accommodations and alternative formats and the right to file a disability discrimination grievance with the ADA Coordinator. It must contain the name and contact information for the ADA Coordinator and be updated to remain current. It must be distributed to all agency heads and posted on the government Internet homepage and prominently at all facilities where services are provided to the public.

The required ADA Notice of Non-Discrimination and the Website Accessibility notice links are located in the footer of the augustaga.gov website. The ADA/Accessibility Division website contains information on the duties of the ADA Coordinator, ADA resources, the ADA Transition Plan and the Accessibility Barrier Report Form. The ADA/Accessibility Division website may be found at: <https://www.augustaga.gov/243/AccessibilityADA>



Grievance Procedure

Grievance procedures set out a system for resolving complaints of disability discrimination in a prompt and fair manner. To report a barrier, request a reasonable accommodation or to file a complaint regarding accessibility of facilities, services, programs or activities, the ADA Coordinator should be contacted. The online ADA Accommodation/Accessibility Barrier Report Form provides a convenient way to submit complaints or reports to the ADA Coordinator. If the person needs an alternative format or a reasonable accommodation to complete the required forms due to their disability, they are available upon request. The ADA Coordinator will work with Augusta, Georgia departments and IT to provide alternative formats and reasonable accommodations.

All accessibility and discrimination complaints will be reviewed by the ADA Coordinator, who will gather any additional information necessary to refer or investigate the complaint. The ADA Coordinator will either make an appropriate referral to an outside agency or contact the department within the Augusta, Georgia government to make them aware of the complaint. When appropriate, the ADA Coordinator will work with the department to create an action plan to provide access to services or programs and/or a facility transition plan when appropriate.

The ADA requires that all accommodation requests, complaints and grievances must be responded to in writing and include a rationale if the request is denied. All Augusta Transit ADA complaints and grievances must be kept as required by the FTA. All requests, complaints, grievances and responses will be kept on file pursuant to the Augusta, Georgia and Georgia State records retention policies.

Formal grievances may be initiated using the online Accessibility Barrier Report Form, but complaints that rise to the level of a formal grievance must be submitted in writing, be submitted by established deadlines and must include:

- The name, address and telephone number of the complainant
- The name and address of the person filing on behalf of the complainant
- A description of the alleged violation and the remedy sought
- The date and location of the alleged violation
- Whether a complaint has been filed with a federal agency or court
- If applicable, the date, name and location of the federal complaint filing

Augusta, Georgia must inform the public that Title II ADA grievances may also be submitted to the Department of Justice Civil Rights Division or to the civil rights enforcement division of the appropriate federal agency. The federal agencies that investigate and enforce the ADA include the FHWA, FTA, HUD, FAA and the EEOC.

Retaliation against individuals exercising their right to file a grievance under the ADA is a violation of Title V of the ADA. Title V also requires federal agencies to provide technical assistance on complying with the ADA to local governments.



Transition Plan

The ADA requires local government entities to develop an ADA Transition Plan that provides the steps necessary to achieve compliance with the ADA. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

If a public entity has responsibility or authority over streets, roads, or sidewalks, its transition plan shall include a schedule for providing curb ramps where pedestrian walkways cross curbs giving priority to walkways in the order of those serving (1) government offices, (2) bus stops, (3) public businesses and (4) employers.

The Plan shall at minimum include the following elements. It must identify the physical obstacles, policies and practices that limit the accessibility of the public entity's programs and services, describe the methods and actions required to remove each barrier along with an implementation schedule, the identified responsible person and the budget for removal of the barrier to access.

Communications

A public entity shall take appropriate steps to ensure that communication with applicants, participants, members of the public, and companions with disabilities are as effective as communications with others. A public entity shall furnish appropriate auxiliary aids and services where necessary. Sign language interpreting or Video Interpreting must be provided when communicating important emergency and safety information to the public or when providing legal or medical information to individuals who are deaf.

Employment

Title II of the ADA requires state and local governments to ensure that no individual shall, on the basis of disability, be subject to discrimination in employment under any service, program, or activity conducted by a public entity. The requirements of Title I of the ADA, as established by the Equal Opportunity Commission or the requirements of Section 504 of the Rehabilitation Act, as established by the Department of Justice, apply to employment in any service, program or activity conducted by a public entity.

Information and Signage

A public entity shall ensure that interested persons, including persons with impaired vision or hearing, can obtain information as to the existence and location of activities, services and facilities. Websites and online forms and documents must be accessible. Documents and forms must be provided in alternative formats such as large print, electronic, paper or Braille. Public videos must be captioned or transcribed. Policies and processes for the creation of alternative formats must be established.

Maintenance of Accessible Features

Features of facilities and equipment that provide access to persons with disabilities must be maintained in operable working condition allowing for isolated or temporary interruptions due to maintenance or repairs. Reasonable accommodations must be provided during interruptions.



Program Accessibility

Title II requires that no qualified individual with a disability shall be excluded from participation in or denied the benefits of the services, programs, or activities of a public entity or subject to discrimination by any public entity. Compliance with program access requirements may be achieved through the alteration of existing facilities and construction of new facilities, acquisition of equipment, reassignment of activities to accessible buildings, assignment of aides to beneficiaries, delivery of services at alternate accessible sites or any other methods that result in making programs and services accessible and usable by people with disabilities.

A public entity must give priority to those methods which offer accessible services and programs in the most integrated setting. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance. Elements that meet the 1991 Standards or UFAS are not required to be modified in order to meet the 2010 ADA Standards. Nevertheless, when renovations are undertaken after March 15, 2012, they must meet the 2010 ADA Standards that apply to renovations and new construction.

New Construction and Alterations of Facilities

If the construction was commenced after January 26, 1992, each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such a manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities.

New construction must fully meet the Accessibility Standards in effect at the start of construction. In renovations, if full compliance would be structurally infeasible, compliance is required to the extent that it is not structurally infeasible.

An "accessible path of travel" is required to provide access to altered primary function areas of all facilities. The "accessible path of travel" includes site arrival points such as parking, sidewalks, ramps, entrances, restrooms, water fountains and telephones. When the cost exceeds 20% of the cost of the alteration to the primary function area, the path of travel shall be made accessible to the extent that it can without incurring disproportionate costs. In the case of disproportionality, priority should be given to those elements that will provide the greatest access, in the order of:

- (1) accessible parking, accessible route and an accessible entrance;**
- (2) an accessible route to the altered area;**
- (3) at least one accessible restroom for each sex or a single unisex;**
- (4) accessible telephones;**
- (5) accessible drinking fountains;**
- (6) additional accessible elements such as service desks, storage, and alarms.**



Comprehensive Planning

Augusta's Department of Planning and Development Mission Statement lists comprehensive planning, transportation planning, zoning, land development review and approval, environment regulation administration, building plan review and permitting, and City Code enforcement among the department's responsibilities. The Augusta Planning and Development Department plays a significant role in improving compliance with the requirements of the ADA in Augusta-Richmond County because of its responsibilities for developing local ordinances, enforcing Georgia building codes and state accessibility codes and long-range planning of transportation infrastructure improvements.

As the federally designated Metropolitan Planning Organization, Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS-MPO) is responsible for the creation of the Long-Range Metropolitan Transportation Plan (MTP) every five years and Transportation Improvement Plans (TIP). Federal regulations require that MPOs must certify annually that the transportation planning process is being carried out in compliance with all applicable federal statutory and regulatory requirements.

The Augusta, Georgia ADA Transition Plan is required by federal law. Beginning in 2019, it must be updated annually and submitted to GDOT's ADA Coordinator. The FHWA has required the Augusta, Georgia ADA Transition Plan to include a schedule and budgets for bringing Augusta-Richmond County's sidewalks, crosswalks and bus stops into compliance with the Americans with Disabilities Act Amendments Act of 2008.

The ADA Amendments Act of 2008 requires that newly constructed or altered streets or roadways must contain curb ramps and that newly constructed or altered pedestrian routes such as crosswalks, sidewalks and walking trails must have curb ramps. The 2013 Joint DOT/DOJ Memorandum clarified that road resurfacing constitutes an alteration triggering the required installation and remediation of curb ramps. The ADA also requires curb ramps to be installed to provide access to government services and transit services. In 2015, the DOT published the ADA FTA Circular C 4710.1 which provides guidance on the DOT ADA Transportation Facilities Standards of 2006.

The Augusta-Richmond County Street and Road Design Technical Manual was last updated in 2004 and includes only a passing reference to pedestrian facilities' compliance with the ADA and the ADA Standards. An updated Augusta-Richmond County Design Manual is needed to ensure that pedestrian facilities in Richmond County are being built to the current accessibility standards adopted by GDOT and the FHWA which is PROWAG. PROWAG provides the most current technical standards specifically for the design of accessible sidewalks and crosswalks, ADA curb ramps, bus stops and accessible on-street parking.

In Section 302 of Augusta's Planning and Development Department Site Plan Regulations, describes general requirements for sidewalks, but no mention is made of specific accessibility features such as accessible pedestrian routes, curb ramps, crosswalks that would, of course, need to be included in a final permit-ready plan.

In order for ADA compliance to become integrated into planning and less of a second-tier design effort, more specific references to ADA and Georgia Building Code accessibility requirements should be included in such checklists and guidelines and on the Planning and Development website. Currently, links to the federal and Georgia ADA Standards and IBC/Georgia Building Codes for Accessibility are provided on the Accessibility Division website.



3.0 POLICIES, PRACTICES AND PROCEDURES

Introduction

This section addresses the programs and policies that were in place at the time this self evaluation was completed. It includes a dialogue about the barriers that exist, various administrative requirements, existing policies and programs, and current guidelines. This section will focus on findings and recommendations relating to two categories of barriers: 1) Communication, and 2) Policies and Programs.

Removing Barriers

Among the range of limiting or prohibitive barriers to access that may confront persons with disabilities, are those that relate to communications and information and to policies and program participation and include:

Communication

This group of barriers is experienced by individuals who have disabilities that affect hearing, speaking, reading, writing, and or understanding, and who use different ways to communicate than people who do not have [those] disabilities. Equal access to information requires that accessible formats of communications including online information such as applications, documents and videos be provided free of charge. Sign language interpreting and assistive listening devices must be provided free of charge to persons with hearing impairments when required to ensure effective communication, participation and safety. Written communication may provide effective communication for deaf persons in many circumstances, but public entities must provide consideration to the communication preferences of the person with a sensory disability. Sign language interpreting services may be necessary when communicating vital safety, medical or legal information to deaf individuals or to the larger community that may include deaf individuals.

Policies and Programs

Policy barriers generally include denial of opportunity to participate in or benefit from city programs, services, or activities, or to receive benefits or opportunities to which they might otherwise be eligible. Policy barriers also include the failure to offer or provide reasonable accommodation such as alterations to items, facilities, procedures or processes without which participation might be limited or denied. Policies and programs may not include qualification standards for participation that categorically screen out or disqualify individuals with disabilities who are otherwise qualified and eligible.

Program (programmatic) barriers may be due to discriminatory policies, due to a program being offered only at inaccessible facilities or due inaccessible communications about the program or within the program. Programs must notify the public that reasonable accommodations or alternative formats are available and train program staff on how to respond to requests for reasonable accommodations, alternative formats or auxiliary services such as sign language interpreting.



Auxiliary Aids and Services

Public entities are required to provide auxiliary aids and services to ensure effective communication for individuals with hearing and vision impairments. Event and activity planners must notify potential participants of the availability of reasonable accommodations and provide contact information for make accommodation requests.

Appropriate auxiliary aids and services for individuals who are deaf or hard of hearing may include services and devices such as assistive listening devices; written materials; exchange of written notes; note takers; transcripts; telephone handset amplifiers; telephones compatible with hearing aids; open and closed captioning, including real-time captioning; voice, text, and video-based telecommunications products and systems, qualified interpreters; video remote interpreting (VRI) services; real-time computer-aided transcription services; or other effective methods of making orally delivered information available to individuals who are deaf or hard of hearing.

Appropriate auxiliary aids and services for individuals who are blind or have low vision may include services and devices such as qualified readers; taped texts; audio recordings; Braille materials and displays; screen reader software; magnification software; optical readers; secondary auditory programs (SAP); large print materials; accessible electronic and information technology; or other effective methods of making visually delivered materials available to individuals who are blind or have low vision.

The ADA requires that public entities give significant consideration to the communication preferences of the individual. If the individual's preferred form of communication is denied, the provided format or auxiliary aid service must provide equally effective communication. The effectiveness of the communication is especially important when communicating legal, medical or safety information.

Reasonable Accommodations

Title II of the ADA states that, "No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity".

A public entity shall make reasonable modifications in policies, practices, or procedures when the modifications are necessary to avoid discrimination on the basis of disability, unless the public entity can demonstrate that making the modifications would fundamentally alter the nature of the service, program, or activity. A public entity may not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the costs of measures, such as the provisions of auxiliary aids or program accessibility, that are required to provide that individual or group with the nondiscriminatory treatment required by the ADA. Reasonable accommodations must be determined on a case-by-case basis through an interactive process.

Service Animals are dogs that have been individually trained to perform tasks to reduce the impact of their handler's disability. They must be permitted in all public facilities as long as they are kept under control. No requirements for certification or special vests or questions about the nature of the handlers disability are permitted. The handler may only be asked if the dog is a trained service dog and what trained task it performs.



EMPLOYEE ADA TRAINING

Department Questionnaire Findings

In 2015, an ADA self-assessment questionnaire was distributed to the directors of 41 city departments with 36% response rate. It evaluated understanding of the ADA and compliance with the non-discrimination requirements of the ADA at the department director level. The broad range of the responses were interpreted to support the need for a unified and coordinated approach to compliance across all departments. This was initiated in 2016 with the creation of an ADA website to serve as an ongoing source of information. Additionally, a follow-up assessment of all department directors and department staff will be conducted after a period of intentional training is completed.

ADA Training

Beginning in June 2017, ADA compliance training was provided to all newly hired employees across all departments in conjunction with the existing EEO non-discrimination training provided at Orientation. The training is ongoing and provided by the ADA Coordinator. It includes the following areas:

- 1. General Information on the scope and requirements of the ADA;*
- 2. Title I Employment Reasonable Accommodations and EEO Protections;*
- 3. Title II Government Services and Program Access;*
- 4. The ADA Notice of Non-Discrimination*
- 5. Facility Accessibility Standards and Building Accessibility Codes;*
- 6. Title III Georgia State Accessibility Codes and Local Enforcement;*
- 7. Service Animals;*
- 8. Communication Access and Georgia Relay 7-1-1*

Although periodic training for all staff across all departments has not been initiated, current employees in several departments have received ADA training. The 9-1-1 Call Center, the Recreation and Parks Department, the Human Resources Department and the Engineering Department have received ADA training. Risk Management Supervisors from several departments received ADA training in conjunction with their annual EEO training. The Augusta 3-1-1 staff, Sheriffs Office staff, Procurement staff, Administrator's Office staff, Mayor's staff, Engineering staff, Library staff and Board of Elections staff and other front desk staff have received Georgia Relay Service training.

Recreation and Parks, Central Services, the Sheriffs Office and the Board of Elections staff have all received more in-depth ADA training including training on the ADA Standards for Accessible Design that applies to buildings and parking facilities. These departments have taken the initiative to expand their knowledge of the ADA in order to improve remediation of older facilities that they are responsible for and to ensure programs at these facilities are accessible.



ACCESSIBLE COMMUNICATIONS

General Effective Communication

Public entities are required to provide effective communication. Department of Justice Project Civic Access settlement agreements have included requirements for local governments to identify vendors of qualified sign language and oral interpreters, qualified real-time transcription services, and Braille transcription services. Procedures and time frames must be established for fulfilling requests for these services and alternative formats including Braille, large print, cassette tapes and accessible electronic formats.

Law enforcement and effective communication with deaf individuals has also been an area of DOJ enforcement activities. Requirements imposed have included contracting with qualified oral and sign language interpreters to be available twenty-four hours a day to law enforcement departments, equipping each sheriff's substation and detention facility with at least one (1) working TTY and one (1) video phone, and providing extended time for calls when TTY or video-phones are used due to the slower nature of these communications. Additionally, DOJ Settlement agreements have required law enforcement to establish a policy statement on communication with people who are deaf or hard of hearing and distribute it to all officers.

911 Services

In 2018, Augusta 911 upgraded their equipment to the most technologically advanced 911 call equipment that is able to receive texts to 911. Being able to receive text calls means that Augusta 911 can receive emergency calls from citizens who cannot talk and from deaf citizens. The technology allows citizens to use their mobile phones to contact emergency services rather than relying upon special technology or the assistance of others to make those calls.

Web-Based Services

The websites, web-based content and web-based services of public entities are required to be equally accessible to persons with sensory disabilities. At this time, enforceable web-accessibility standards apply only to federal agency websites, but the Web Content Accessibility Guidelines (WCAG) version 2.0 is the current standard for ensuring that websites provide the required equal access. The standards ensure that the navigability, contrast and labeling of graphic content on websites are compatible with the screen reader technology used by blind individuals. Recent Project Civic Access settlement agreements have included requiring the captioning of online videos whether live or archived.

The ADA requires that online content that is not fully accessible, must be provided in alternative formats. Establishing processes for creating accessible online content and converting non-accessible content into alternative accessible formats quickly and accurately upon request are necessary to meet the requirements of Title II of the ADA. Because of the volume of online content, it is advisable to make a commitment to establish a start date after which all new online content will be accessible and to make older online content available in accessible formats upon request or over time beginning with those videos, documents and forms that are most important or used by the largest number of people.



The adoption of web accessibility policies and training for all employees and contractors who design, develop or maintain Augusta, Georgia websites is recommended. Only web-based products that meet the WCAG 2.0 AA standard should be purchased or leased. Including accessibility requirements in requests for bids and contracts is recommended. Recent DOJ Project Civic Access Settlement Agreements such as the one with the City of Milwaukee include requirements to designate an employee with knowledge of WCAG as the web accessibility coordinator tasked with training and ensuring that all websites and online services are compliant and meet minimal requirements.

Relay Service Calls

Telecommunications Relay Services (TRS) have largely replaced Text Telephone (TTY) and Telecommunications Devices for the Deaf (TDD). Relay services are free text-to-voice phone services provided by each state to meet the requirements of Title IV of the ADA. The number to reach Georgia Relay Services is 711. Relay calls allow deaf persons to make and receive phone calls with hearing persons by connecting to a Relay Operator who communicates with the deaf person in text and with the hearing person on a regular audio phone. Relay calls have a certain protocol of taking turns to allow for the operator to communicate with both parties sequentially.

Video Relay Service (VRS) calls are free video-to-voice calls that allow the use of American Sign Language and video to communicate with a Relay Operator who then communicates using an audio phone to convey the message to and from the hearing person.

Augusta, Georgia has been designated as a Georgia Relay Partner. Georgia Relay Training is part of Augusta's new employee ADA training, and a commitment has been made to train front desk staff to know what to expect and how to respond to a Georgia Relay phone call. Georgia Relay is a teletypewriter based service of the state of Georgia that provides free equipment to individuals who are deaf, hard of hearing or speech impaired.

ASSESSMENT OF POLICIES, PRACTICES AND PROCEDURES

A cycle of training and assessment of staff knowledge will ensure that policies, programs and services are compliant with the non-discrimination and reasonable accommodation requirements of the ADA.

The self-assessment of staff knowledge of the ADA will be expanded to include all City employees after they have received staff ADA training. The Augusta, Georgia ADA Notice of Non-Discrimination, Project Civic Access settlement agreements and the requirements of Title II of the ADA will form the basis of employee ADA training.

The assessment of Directors', Supervisors' and Managers' knowledge of the scope and requirements of the ADA as it applies to Augusta-Richmond County policies, programs and services is planned for 2020. The assessment will be done in conjunction with ADA training and the results will be included in the next Transition Plan Update.



4.0 Access to Programs and Services

Introduction

Section 504 of the Rehabilitation Act of 1973 (504) requires that all recipients of federal funds must ensure that all of their programs and services, whether or not federally funded, do not discriminate on the basis of disability. The ADA was a comprehensive civil rights law originally signed into law July 26, 1990 and prohibits state and local government entities from discriminating against individuals with disabilities. The scope of the ADA extends to the employment practices, transportation services and all programs, services and activities of local governments. The ADA also created a new agency, the U.S. Access Board, to develop enforceable technical standards for accessibility that applied to all public buildings constructed or renovated after January 26, 1992. The ADA Amendments Act of 2008 resulted in broader disability protections for employees as well as the 2010 ADA Standards for Accessible Design and new accessibility standards for recreational facilities.

Accessible Parking

State and local government facilities have an ongoing ADA obligation to make their services and programs accessible, which requires providing accessible parking and accessible routes from site arrival points such as parking or bus stops to accessible entrances. The ADA, Georgia Code and Georgia building codes require accessible parking, routes and entrances in new or renovated buildings. In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking facilities when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

When a State or local government or business restripes parking spaces in a parking lot or parking structure (parking facilities), it must provide accessible parking spaces as required by the 2010 ADA Standards for Accessible Design (2010 Standards) and Georgia Code. Georgia Code states that local government entities, either code enforcement or fire marshals, are responsible for the enforcement of this requirement, except at state owned properties, whether or not a permit is required for parking lot resurfacing.



Figure 4-1. Marked Access Aisle Connected to Accessible Pedestrian Route



The required ratio of accessible parking spaces to total spaces is 1:25 for lots with 100 or fewer spaces. Accessible parking spaces shall be 96 inches wide minimum and the maximum slope in all directions is 1:48. Access aisle width is at least 60 inches and the same length as the adjacent parking space(s) it serves, maximum slope in all directions is 1:48, and access aisle must connect to an accessible route to the building. Ramps must not extend into the access aisle.

Location of Parking Spaces

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot or structure, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3 feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more facilities if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

Van Accessible Spaces

The first accessible space and one out of every 6 accessible spaces must be van accessible. Van parking spaces must be 132 inches wide minimum with an adjacent 60-inch wide minimum access aisle. A van parking space of 96 inches wide minimum with an adjacent 96-inch wide minimum access aisle is also permitted. Van accessible spaces must also be designated by a "Van Accessible" sign in addition to the standard blue official Georgia accessible parking sign.

Table 4-1. Minimum Number of Accessible Parking Spaces.

| Minimum Number of Accessible Parking Spaces 2010 Standards (208.2) | | |
|--|--|--|
| Total Number of Parking Spaces Provided in Parking Facility (per facility) | (Column A) Minimum Num- ber of Accessible Parking Spaces (car and van) | Minimum Number of Van-Accessible Parking Spaces (1 of six accessible spaces) |
| 1 to 25 | 1 | 1 |
| 26 to 50 | 2 | 1 |
| 51 to 75 | 3 | 1 |
| 76 to 100 | 4 | 1 |
| 101 to 150 | 5 | 1 |
| 151 to 200 | 6 | 1 |
| 201 to 300 | 7 | 2 |
| 301 to 400 | 8 | 2 |
| 401 to 500 | 9 | 2 |
| 500 to 1000 | 2% of total parking provided in each lot or structure | 1/6 of Column A* |
| 1001 and over | 20 plus 1 for each 100 over 1000 | 1/6 of Column A* |

*one out of every 6 accessible spaces



Temporary Parking

Accessible parking spaces should be located where the surface is firm and stable. Dirt should be hard and compact and grassy areas closely cut to ground level. Loose sand, gravel, and tall grass are too difficult to travel across for many people using wheelchairs or those who walk with difficulty. Sites that become slippery or muddy when wet will not be usable by everyone. If it is possible to find a paved lot with an accessible route, locate accessible parking there. You may need to place plastic or rubber matting over unstable natural surfaces to make them navigable for short distances.

As with all accessible parking, those designated in temporary lots should be level and near accessible entrances. The space should be laid out in accordance with the Standards and identified with the accessibility symbol. Use crowd control fences, traffic cones, and/or similar barricades to set aside accessible parking areas, and designate each space with a sign displaying the accessibility symbol. Create an accessible route from the parking access aisles to the event entrance.

People using wheelchairs should not have to travel behind parked cars or cross vehicular traffic lanes. If this is unavoidable, the pedestrian route (especially where the route crosses traffic lanes), access aisles, and parking spaces should be clearly defined. Methods and materials to use include chalk or aerosol paint, ropes and stanchions, crowd control fences, and barricades at key points.

If an existing passenger loading zone lacks curb ramps, block a portion of the area off and use a portable curb ramp. Temporary passenger loading zones can be created by blocking off areas along streets and driveways or in parking lots. If the temporary passenger loading zone is located away from the event entrance, provide directional signage and an accessible route to the location.

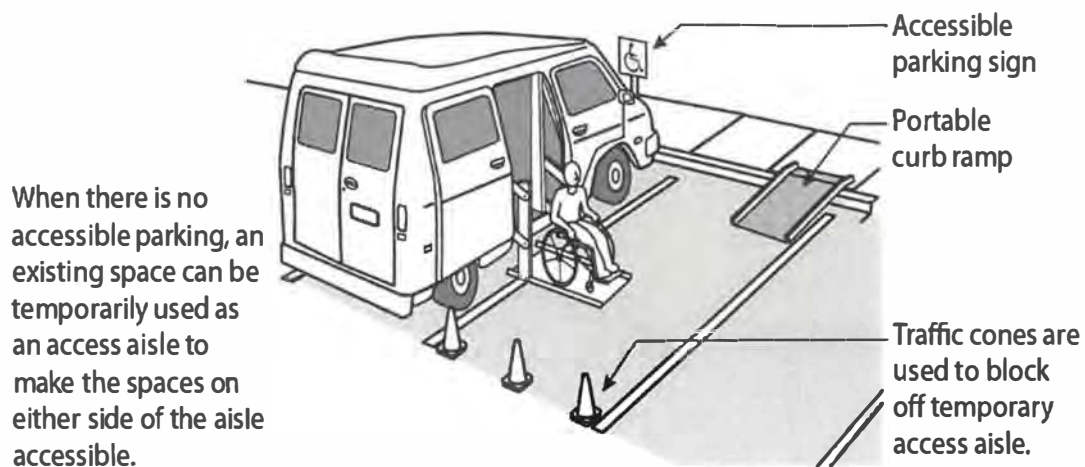


Figure 4-2. Temporary Accessible Parking with Accessible Route



Accessible Pedestrian Routes

Title II of the ADA requires state and local governments to ensure that their public programs and services are accessible to people with disabilities. Program access in public facilities requires that an accessible pedestrian route connect facility site arrival points such as parking, passenger loading areas and on-site bus stops to an accessible entrance to the facility and to the primary function areas of the facility.

The accessible pedestrian route may also be referred to as the accessible path of travel. In new construction, its location shall coincide with the path of travel used by the general public and connect to the main facility entrance. It includes the access aisle adjacent to accessible parking spaces or passenger loading areas, ADA compliant curb ramps and an accessible sidewalk that connects to an accessible entrance. The remediation, renovation and new construction of pedestrian routes must be compliant with the 2010 ADA Standards unless technically infeasible.

Within an accessible pedestrian route, changes in level greater than 1/2 inch beveled or 1/4 inch perpendicular in height are not accessible. Changes in level such as curbs or lifts in the sidewalk must be ramped or ground down to provide an accessible route. Curb ramps at parking must comply with the 2010 ADA Standards and not encroach on the access aisle. Curb ramps at Transit Facilities must comply with the FTA ADA Standards.

If the terrain is excessively sloped, the site arrival points and the sidewalk must be located and designed to reduce the slope and ensure accessibility. Longer ramps, level landings and switchbacks may be used to reduce the slope of a pedestrian route.

When primary function areas are renovated in existing facilities, up to 20% of the total project budget must be allocated to the cost of providing an accessible pedestrian route. If the cost of complete compliance with the 2010 ADA Standards exceeds 20%, or technical infeasibility does not permit full compliance, compliance must be achieved to the greatest extent possible.

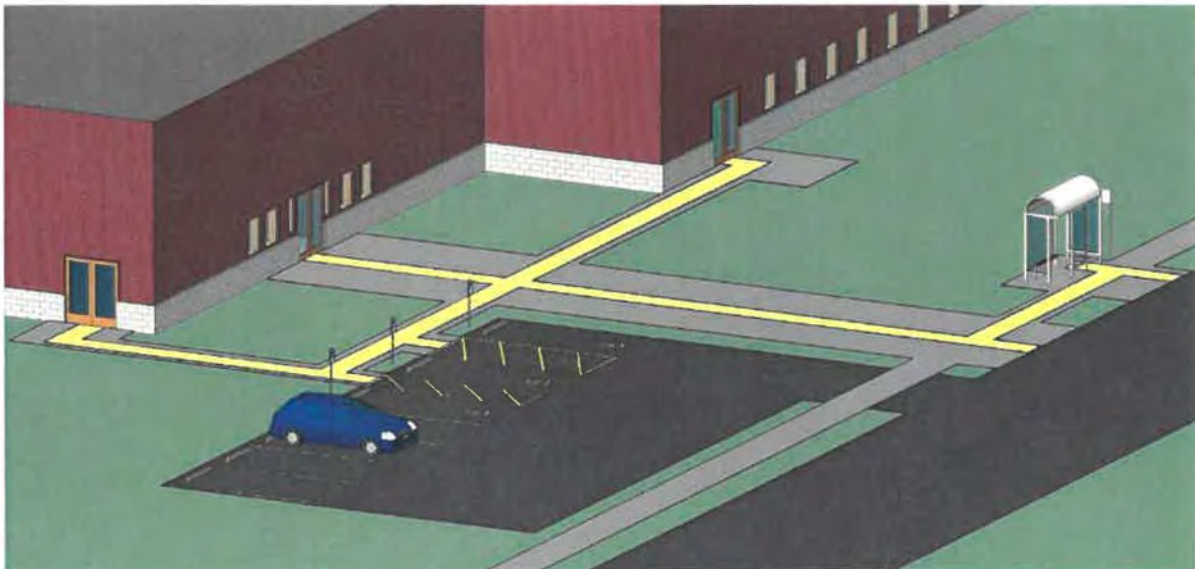


Figure 4-3. Accessible Pedestrian Routes from Site Arrival Points



Accessible Entrances

New construction and renovations are required to have entrances that meet the 2010 ADA Standards for Accessible Design. In renovations to existing facilities, accessible entrances and an accessible path of travel to primary function areas that are altered is required but is limited to 20% of the cost of the renovation. Entrances must meet the 2010 Standards when entrances are newly added to a facility or as part of a facility addition or if an existing entrance is altered and no fully compliant entrance already exists. Existing entrances that were constructed or renovated prior to March 15, 2012 and are compliant with the 1991 Standards and UFAS are not required to comply with the 2010 Standards.

Remediated or new entrance ramps must meet the 2010 ADA Standards and be a minimum of 36 inches wide and have a running slope that does not exceed 1:12. Entrance landings must accommodate door maneuvering clearances as well as landings for provided ramps. Ramp runs may not exceed 30 feet. Ramps with a height greater than 6 inches must have ADA compliant handrails.

In new construction, at least 60% of public entrances must be accessible in addition to at least one of the entrances directly serving each of the tenancies, parking facilities, pedestrian tunnels and elevated walkways. "Public entrances" include all entrances including employee entrances. Those that are restricted or that are used exclusively as service entrances are exempt. If entrances are restricted to certain occupants on a controlled basis, at least one must comply in addition to public entrances required to be accessible. This applies to those entrances where entry access is verified by security personnel and is strictly limited to certain occupants, but no one else, including guests or companions of authorized individuals.

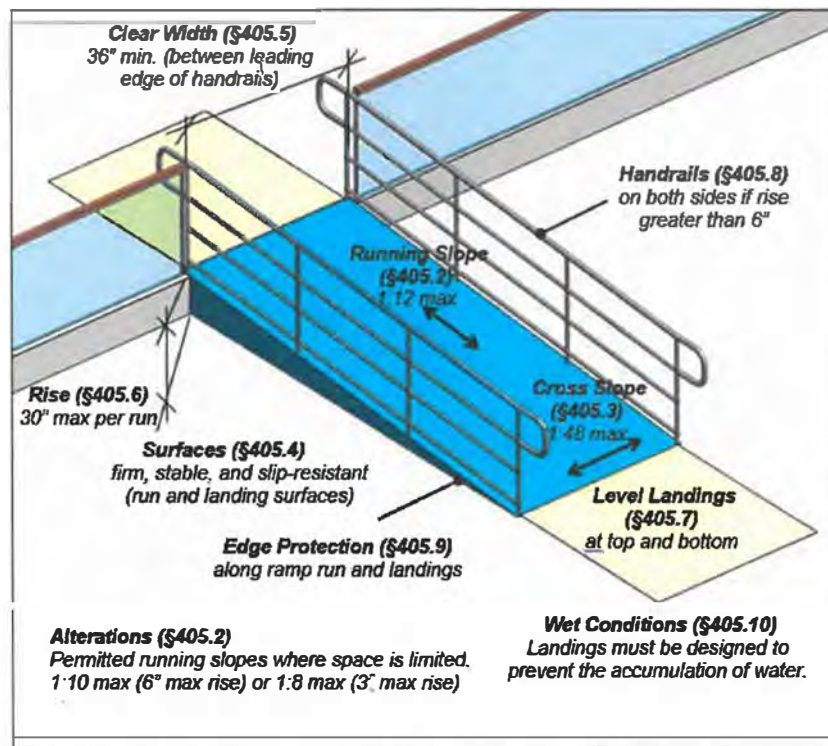


Figure 4-4 ADA Compliant Entrance Ramp



Accessible entrances must be a minimum of 32 inches wide and have a threshold that is no higher than 1/2 inch if beveled or 1/4 inch if unbeveled. Older buildings with higher thresholds will require the addition of a ramp or the remediation of the threshold in order to permit persons in wheelchairs to enter the facility. If there are no space limitations, the ramp slope must not exceed 1:12 with a ramp length equal to 12 inches for each inch of rise. Where space is limited, rises no greater than 3 inches must have a slope no greater than 1:8, and rises no greater than 6 inches must have a slope no greater than 1:10.

If there is a front approach to the pull side of the door, there must be a minimum of 18 inches of maneuvering clearance beyond the latch side of the door and at clear floor space with a depth of at least 60 inches in front of the door. If there are a series of doors, there must be a minimum of 48 inches between the swing of each door.

Door hardware must be operable with one hand and not require tight grasping, pinching or twisting of the wrist. Traditional door knobs are not ADA compliant and must be replaced with lever, loop or push hardware. Door hardware must be no less than 34 inches and no greater than 48 inches above the floor or ground surface.

If mats or carpets are provided at an entrance door, they must not be higher than 1/2 inch thick and must be securely attached to minimize tripping hazards. Mats or carpeting should be secured at the edges or removed if they are likely to shift or are too thick.

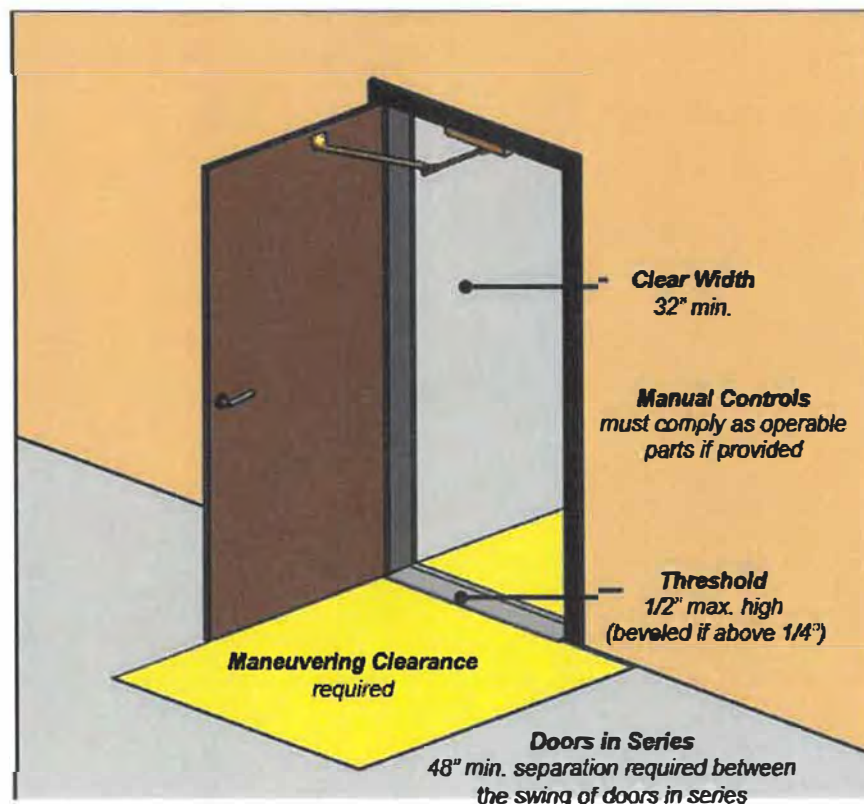


Figure 4-5. ADA Compliant Entrance Door



Signage

All required signage is required to have high contrast text and meet the ADA Standards for text height. When not accompanied by Braille, the required minimum height of visual characters is determined by the horizontal viewing distance. Required signage includes accessible parking signage, directional signage, entrance doors, exit doors, areas of refuge, elevators, restrooms, bathing rooms, check-out aisles, TTYs, telephones and assistive listening devices.

Each accessible parking space must be designated by the standard blue reflective Georgia accessible parking sign. The sign is required to include the words "Permit Parking Only", "Tow Away Zone" and the ISA.

Georgia code requires that each sign be located 80 inches from the ground, which is a more restrictive standard than the ADA Standard of 60 inches. All van accessible spaces must be designated with a standard "Van Accessible" sign. Additional signage that reserves spaces for non-ambulatory persons or reserves spaces for employees who have been granted job accommodations are permitted.

If the main facility entrance is not accessible, directional signage indicating the location of the nearest accessible entrance are required, and the accessible entrance door must be marked with the ISA. Directional signage should be located near site arrival points such as parking. Additionally, all inaccessible entrances must be marked by a directional sign indicating the location of the nearest accessible entrance.

All permanent rooms including restrooms must have ADA compliant signage. High contrast raised lettering and numbers improve visibility for persons with low vision. Braille shall be located below the entire text.

Room signs must be located on the wall adjacent to the latch side of the door. If there is insufficient space, it must be located as close as possible on the adjacent wall. Tactile signs shall be located a minimum of 48 inches from the floor and a maximum of 60 inches from the floor.



Figure 4-6. Directional Sign with ISA



5.0 Emergency Shelters

Accessible Emergency Shelters

The Emergency Management page on the City of Augusta website outlines what will happen in the unlikely event a County evacuation order is issued. An evacuation order would specify the perimeters of the area to be evacuated as well as directing residents to available shelters. Residents of areas not in the defined area might be directed to stay where they are (shelter in-place). Augusta partners with the Red Cross and other agencies in the event of an emergency.

The ADA requires that emergency sheltering programs must not exclude or deny benefits to people with disabilities. Before designating a facility as an emergency shelter, emergency managers and shelter operators need to determine if it is accessible. Elements such as a shelter's parking, walkway to the entrance, entrance, toilets, bathing facilities, drinking fountains, sleeping area, food distribution and dining quarters, first aid/medical unit, emergency notification system, and other activity and recreation areas need to be examined for barriers. Non-accessible facilities can be made accessible by using temporary measures stored on site and readily available for use in the event an emergency occurs. For guidance on emergency shelter accessibility, please see the Department of Justice's "ADA Checklist for Emergency Shelters" at www.ada.gov/pcatoolkit/chap7shelterchk.htm.

Equal access requires advance planning, and to be effective requires at least two steps: (1) identify the disability-related needs of the residents and visitors likely to be housed in a shelter, and (2) make the advance arrangements necessary to meet those needs in the event an emergency or disaster strikes.

Augusta has numerous facilities that have been identified and equipped to serve as shelters. These locations are not published in advance as many factors will determine which shelter(s) would be opened. Some of these factors include the size and severity of the disaster, the location of the disaster area, and the numbers of people requiring shelter. When the determination is made as to which shelter(s) to open, the community will be informed via traditional media, the County's website, if necessary the Emergency Notification System.

All 30 designated shelters have auxiliary power provided by generators and have ADA accessible parking, accessible pedestrian routes and accessible entrances. All but 3 have wheelchair accessible restrooms and 14 have accessible shower facilities. Shelters with accessible restroom and shower facilities and refrigeration equipment are necessary for individuals who are disabled or take medication which must be refrigerated.

Planning and training of shelter staff must be undertaken to ensure that individuals with mobility impairments are sheltered in facilities with accessible restrooms and shower facilities. Persons with task trained service animals, must be permitted to bring their service animal with them to the emergency shelter. A service animal is a dog or miniature horse that has been individual trained to perform tasks on behalf of their handler with a disability. Service animals provide assistance for blindness, physical impairments, seizure disorders, diabetes, deafness and post-traumatic stress disorder. Individual's with service animals may only be asked whether the animal is a trained service animal and what trained task it performs for its handler.



6.0 POLLING PLACES AND VOTING

Polling Places

Title II of the ADA requires state and local governments to ensure that polling places are accessible to people with disabilities. Some Augusta-Richmond County polling places are not owned or operated by the City of Augusta but are owned or operated by other public entities subject to Title II or by public accommodations subject to Title III or by religious organizations that are exempt from the ADA, but may be subject to state or local accessibility codes.

Before designating any new polling place, the City will survey the polling place to determine whether it has any barriers to access by people with disabilities in the parking, exterior route to the entrance, entrance, interior route to the voting area or the voting area. All current polling places must also be evaluated to ensure that they are accessible. If the City owns the polling place, all barriers must be removed before the location is used as a polling place. If a previously accessible location becomes inaccessible and there is not time before Election Day to remove the barrier or the City does not own the polling location, temporary measures may be used to make the polling place accessible on Election Day.

The Department of Justice's ADA Checklist for Polling Places is intended as a guideline for evaluation the accessibility of polling places. The ADA Checklist for Polling Places is based upon the 2010 ADA Standards for Accessible Design which is the current standard for accessible facilities. Voting facilities that were built or renovated prior to the effective date of the 2010 ADA Standards or the 1990 ADA Standards or are owned and operated by other entities, such as churches, may not meet either of these standards. With this in mind, the ADA Checklist for Polling Places also provides a list of temporary measures that may be used to make polling places accessible on Election Day.

It has been a long standing policy of the Richmond County Board of Elections that all facilities are evaluated for accessibility prior to being selected for use as a polling place. A comprehensive self-evaluation of all current Augusta - Richmond County polling places was completed in 2018 using the ADA Checklist for Polling Places as a guide. The majority of the 42 current polling places are located in churches or recreation centers. All polling locations were surveyed for Priority 1 accessibility which includes parking, the route from parking to the entrance and the building entrance and for interior access to the voting area as required.

In 2018, one polling location at a recreation center required the immediate installation of a threshold ramp and one located at a library required remediation of public sidewalk curb ramps before the November election. Temporary measures approved by the U.S. Department of Justice were used to improve accessibility at polling places in facilities that are not owned by Augusta, Georgia. Temporary remediation measures include adding parking and directional signs, marking access aisles, adding door buzzers and placing rubber mats over uneven concrete. Two locations will be moved to more accessible facilities prior to the first 2020 elections.



Voting Access

Title II of the ADA requires that all polling places, voter registration and voting must be accessible and enable citizens with disabilities to vote alongside their neighbors at their assigned polling place on election day if they so choose. Voting equipment and voting areas of facilities must allow voters with disabilities to vote independently with the same privacy that is afforded other voters whenever possible. Voters with disabilities must be provided assistance with casting their vote when they are unable to vote without assistance. Absentee or advanced voting is not acceptable as an alternative to making polling places accessible.

All Richmond County poll workers receive annual training on disability etiquette and the use of the accessibility kits that are provided to each polling place. Accessibility kits include signature guides, headsets and input devices for visually impaired voters to independently cast their votes. Chairs and priority voting is provided to individual voters who may not be able to stand in a line to wait to vote. Each polling location has wheelchair accessible voting booths that allow the voting equipment to be lowered to chair height.

In the rare and unforeseen circumstance that a polling location is not able to be made accessible on Election Day, the City is required to apply the Title II Program Accessibility provisions and must provide alternative methods to in-person voting that are effective in making voting accessible while giving priority to those methods that offer voting in the most integrated setting appropriate. The DOJ has identified possible alternative methods including being reassigned to an alternative polling location or curbside voting. Currently, Georgia does not permit curbside voting for citizens with disabilities.

Although not required by Title II of the ADA, as part of the self-evaluation of voter access, each polling place was evaluated in relationship to the availability of demand responsive transit services to that facility. Demand responsive transit services provide curb-to-curb service for individuals who cannot use fixed route transit or when accessible sidewalk or bus stop infrastructure is lacking. All current polling places were determined to be within the areas served by Augusta Transit's FTA compliant Complimentary Paratransit services, the Section 5310 Enhanced Transit Services for Seniors and Individuals with Disabilities or the Section 5311 Rural Transit/Richmond County Transit services that go to Blythe and Hephzibah.

Additionally, the Richmond County Board of Elections and Augusta Transit worked together to inform voters with disabilities of the availability of public transit services to the polling locations. Expedited procedures for Complimentary Paratransit eligibility for election day transportation services to the polling places were put in place. Transit riders with disabilities were made aware of the availability of feeder paratransit services from bus stops to the polling places in locations where the distance from the bus stop to the polling location or the lack of accessible sidewalks between the bus stop and the polling location creates a barrier for users of fixed route transit services. The paratransit feeder service also provides accessibility in locations where there is not a sidewalk present at the bus stop or connecting the bus stops to the site of the polling facility forcing pedestrians with disabilities to use the shoulder of the road.



7.0 PROW PEDESTRIAN FACILITIES

Introduction

Accessible sidewalks allow people with disabilities to participate in the community and to access city services and facilities. Where sidewalks are provided, public agencies are required to ensure that continuous, unobstructed and accessible sidewalks are maintained in operable working condition. A formal written process for receiving input from people with disabilities regarding the accessibility of sidewalks, including requests to add curb ramps at particular locations, is required. The ADA does not require installing sidewalks where none exist, but it does require a process for responding to requests for sidewalk maintenance and the addition of curb ramps on existing sidewalks used by people with disabilities. The DOT and GDOT require that pedestrian facilities and pedestrian access to bus stops shall be part of road construction and bus stop pad construction projects.

The ADA requires public entities to ensure that facilities which are newly constructed or for which alteration began after January 26, 1992, are readily accessible and usable by people with disabilities. Title II, Subtitle B (implemented by the Department of Transportation) is intended to clarify requirements for public transportation activities, whether or not federal financial assistance is involved. Accessibility requirements for entities that receive federal financial assistance is addressed under Section 504 of the Rehabilitation Act of 1973 and is not limited to the entities' federally funded projects." In 2013, a DOT and DOJ Joint Technical Assistance Memorandum and associated trainings were issued to provide clarification that road resurfacing projects trigger the addition and remediation of curb ramps at all intersections resurfaced when a sidewalk is present. This requirement is applicable whether or not the resurfacing project is federally funded. Further requirements and exclusions may be found in the 2015 Questions and Answers Supplement to the DOT/DOJ Joint Technical Assistance Memorandum that may be found at: www.ada.gov/doj-fhwa-ta-supplement-2015.html

The United States Access Board (Access Board) is the federal agency responsible for developing and maintaining accessibility guidelines and standards. The Access Board has developed new guidelines for public rights-of-way. The proposed Public Rights of Way Accessibility Guidelines (PROWAG) have gone through the public comment period and were expected to become enforceable federal regulations in 2017, but have been delayed indefinitely.

Both the FHWA and GDOT have adopted PROWAG as best practices. Until PROWAG is signed into law and enforceable, the Department of Justice has left it up to local governments to choose between using either PROWAG or the 2010 ADA Standards as the standards used to meet the requirement that renovated, remediated or new sidewalks, on-street parking and passenger loading area in the PROW are accessible.

In addition to these two standards, the DOT ADA Standards and Regulations provide the required standards for the renovation and construction of transit facilities including bus stops. The 2010 ADA Standards, the 2006 DOT ADA Standards and the most current version of PROWAG may be found online at www.access-board.gov.

In response to an FHWA request for an ADA Transition Plan of Augusta's sidewalks and bus stops, an ADA Self-evaluation and Transition Plan (SETP) of the Augusta, Georgia PROW pedestrian facilities was completed in 2015-2016 by Cranston Engineering. The 2016 ADA SETP document may be found online at www.augustaga.gov/243/accessibilityADA. The applicable state and federal Accessibility Standards and the 2016 ADA SETP findings are provided in this section of the update.



Public Rights of Way (PROW) Requirements

The ADA, 28 CFR (Code of Federal Regulations) 35.151 requires that public entities must ensure that facilities that are newly constructed or renovated after January 26, 1992, are readily accessible to and usable by people with disabilities. Features of the PROW such as public sidewalks, crosswalks, on-street parking and bus stops are considered public facilities and must meet the ADA Standards that are or were in effect at the time they are or were constructed or renovated.

Maintenance of PROW Infrastructure Accessibility

The ADA includes a requirement that the accessible features of public facilities must be maintained. ADA regulations have been established to ensure that sidewalk accessibility is maintained and improved in conjunction with adjacent road and bus stop projects. The maintenance and construction of bus stop pads triggers the requirement that the bus stop must connect to an accessible pedestrian route including curb ramps. The DOJ and DOT have provided a joint statement that when roads are resurfaced, whether or not federal funds are used for the project, the sidewalks adjacent to the road must have curb ramps that meet the ADA Standards.

Budgeting for sidewalk maintenance and the required improvements in accessibility that are triggered by road resurfacing and the installation of bus stop pads is necessary for complying with federal and state PROW requirements. An inspection and maintenance schedule should be established for all public sidewalks. Funding for the maintenance of sidewalks and curb ramps and to respond promptly to complaints/requests for accessibility maintenance should be established.

Maintaining Sidewalk Accessibility During Construction

Where accessible pathways are blocked or detoured during building or sidewalk construction, safe alternative accessible routes must be provided. These alternative routes should comply with MUTCD for pedestrian access routes by providing barricades and channelizing devices.

Construction contracts should include assurances that pedestrians are provided with a safe, continuous, compliant accessible path (or paths) around work sites and separated from traffic. Safe separation of pathways around the work would of course also need to be provided for bicyclists and motorized vehicles; both ADA-mandated and other paths would all need to be maintained throughout the project.

Local PROW Ordinances

State and local ordinances provide a way to make the public aware of the requirement to manage and enforce the accessibility of sidewalks, bus stops and on-street parking. Local ordinances are becoming increasingly necessary to keep sidewalk pedestrian paths clear of furniture, trash receptacles, bikes and scooters. Access to buses using a ramp or lift at the curb is blocked if cars and vehicles are permitted to be parked in the passenger loading zone at bus stops. Local ordinances can strengthen the enforcement of Georgia State disabled permit parking codes which have a minimum fine of \$100 per violation for cars parked illegally in the space or the adjacent access aisle. Disabled residents who must rely upon on-street parking that is in short supply may benefit from a local ordinance that allows them to request a disabled permit space be located in front of their residence to ensure that they can park near their home.



Sidewalk Accessibility

The total amount of sidewalk evaluated in the 2016 SETP was approximately 234 miles. During the inventory process, the sidewalks were evaluated in sections. These sections were typically, from intersection to intersection or "block face". When there was a change in the type of sidewalk, missing sections, or extreme condition change a new section would be created in the database to represent this changed condition.



Figure 7-1. Sidewalk Clearance Width.

Obstructions

Obstructions such as furniture and signs that protrude into the pedestrian space reduce the width of the sidewalk or the clearance height of the pedestrian route. A clear width of at least 36 inches must be maintained to provide an accessible path. Street signs and low hanging branches must be kept above a minimum height of 80 inches from the ground.

There are many different types of obstructions ranging from movable obstructions to utility posts and fire hydrants. Obstructions such as overgrown shrubbery, seating, bikes, electric scooters and trash receptacles narrow the travel way and create hazards for people with visual impairments and barriers to access for wheelchair users.

Construction work that obstructs or closes a sidewalk shall require that an accessible detour or diversion sidewalk and a cane-detectable barrier to restrict pedestrian access be installed.

An obstruction that protrudes into a path such as low hanging branches, pole signs or awnings can be hazardous for people with visual impairments due to the difficulty of detecting them.

Table 7-1 shows a summary of the fixed obstructions observed on the sidewalks.

Table 7-1. Sidewalk Obstructions Observed.

| Obstruction Type | Number | Percentage of Total |
|---------------------------------|------------|---------------------|
| Fire Hydrant | 17 | 6.51% |
| Mail Box | 2 | 0.77% |
| Pedestrian Signals | 4 | 1.53% |
| Sign | 11 | 4.21% |
| Other | 4 | 1.53% |
| Utility Pole | 204 | 78.16% |
| Tree | 19 | 7.28% |
| Total Fixed Obstructions | 261 | 100.00% |



Figure 7-2. Utility Pole Obstruction



Changes in Level (Heaves)

The smoothness and levelness of sidewalk surfaces has a significant impact on sidewalk accessibility. People who use wheelchairs, crutches, canes, or walkers are particularly sensitive to tripping hazards. Abrupt changes in level can be painful or inaccessible for those individuals who utilize wheel chairs or other mobility devices. People with mobility impairments need a stable and regular surface that is unimpeded by large cracks or changes in the level of sidewalks.

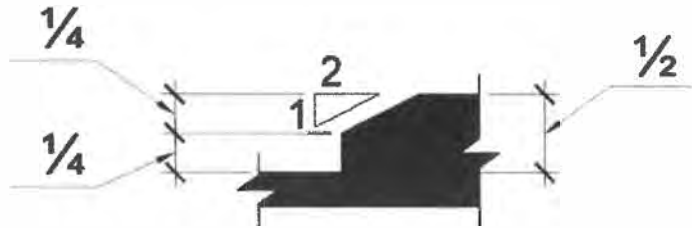


Figure 7-3. Maximum Vertical Height Changes.

Changes in level are defined as vertical height transitions between adjacent surfaces or along the surface of a path. Changes in level caused by raised sections of sidewalk are referred to as heaves.

These heaves can be up to .25 inch before remediation is necessary. Heaves larger than 0.25 but less than 0.5 inch can be ground to a 1:1 slope. Any heaving greater than 0.5 inch should be ground or patch repaired to a level that does not exceed 8.33%.

Heaving can affect different kinds of sidewalk surfaces. Concrete sidewalks are more rigid and whole panels usually move as separate units creating problems at joints. Asphalt is less rigid than concrete allowing the surface to deform more in response to heaving. This can lead to an uneven surface caused by deformities and cracking of the asphalt.

For the purpose of the SETP, a section of sidewalk is defined as the length of sidewalk between two intersections. The inventory analysis shows that there are 897 sections of sidewalk that have a vertical cracks more than 0.25 inch. Table 4-2 illustrates the amount of sidewalk sections that have areas of large vertical cracking.

Table 7-2. Raised Sections Observed.

| Vertical Crack Height | Total # of Sections |
|-----------------------|---------------------|
| 0.25" - 0.5" | 148 |
| 0.5" - 1" | 115 |
| .75" - 1" | 63 |
| > 1" | 571 |
| Total | 897 |



Figure 7-4. Heaving/Raised Sidewalk.



Grade (Running Slope)

Steep grades pose a barrier for many pedestrians with mobility impairments, but can be dangerous for wheelchair users. Grade or running slope is defined as the slope parallel to the direction of the travel way. It is calculated as a percentage of vertical change divided by the horizontal distance. The grade of the sidewalk affects the speed and braking control of powered or manual chairs and excessive slope makes a pedestrian route inaccessible for manual wheelchairs.

Table 7-3 provides the percentage of sidewalks at various grades across 233.8 miles of sidewalks.

Unless the result of topography, sidewalk slopes may not exceed 5%. Under certain conditions, the city is limited by site constraints for construction and remediation of sidewalk and curb ramps that can meet ADA Guidelines.

In these instances, the slope of the accessible pedestrian route may exceed the maximum allowable slope of 5% because of topography, but the slope of the sidewalk must not exceed the grade of the roadway. Installing level landings at incremental distances is one way to improve the accessibility of steep sidewalks due to topography. Wider sidewalks allow wheelchair users to travel in wide arcs to reduce their speed or reduce the effort required and are considered best practice.



Figure 7-5. Steep Grade due to Topography.

Table 7-3. Grades Observed.

| Grade Category | Length in Miles | Percentage of total |
|----------------|-----------------|---------------------|
| Passing < 5.0% | 193.9 | 82.94% |
| 5.1% - 8.33% | 30.6 | 13.08% |
| 8.34% - 10% | 5.0 | 2.14% |
| 10.1% - 12.5% | 2.4 | 1.03% |
| 12.6% + | 1.9 | 0.82% |
| Total | 233.8 | 100.00% |



Cross Slope

Cross slope is defined as the slope that is measured perpendicular to the travel way. This percentage is defined by calculating the percentage of vertical change divide by the horizontal distance. The ADA requires that sidewalk cross slope may not exceed 2%.

Excessive cross slope is a concern for pedestrians who use scooters, wheelchairs, walkers, or crutches. The excessive cross slope requires a pedestrian with a mobility device to use extra strength to fight the slope and increases the risk of tipping the device over.

The results of the survey are shown in Table 7-4. This table shows that only 46.5% of the sidewalk sections evaluated meet the accessibility standards for cross slope.

Table 7-4. Cross Slopes Observed.

| Cross Slope Category | Length in Miles | Percentage of Total |
|----------------------|-----------------|---------------------|
| Passing < 2% | 108.7 | 46.50% |
| 2.1% - 4% | 80.8 | 34.54% |
| 4.1% - 6% | 27.9 | 11.94% |
| 6.1% - 8% | 7.8 | 3.32% |
| 8.1% - 10% | 4.2 | 1.79% |
| 10.1% + | 4.5 | 1.92% |
| Total | 233.8 | 100.00% |



Figure 7-6. Steep Cross Slope.



Figure 7-7. Cracked and Failing.



Figure 7-8. Overgrown Vegetation.



Curb Ramp Accessibility

This section presents the findings of approximately 4,746 missing and existing curb ramps. Well-built and placed curb ramps improve the connectivity and make sidewalks accessible to more people. They also improve the safety of citizens by allowing easy access to the sidewalk for pedestrians. When curb ramps are not present, people who use wheel chairs are not able to access the PROW facilities.

Title II of the ADA requires state and local governments to make access at road crossings accessible to people with disabilities by installing curb ramps. These curb ramps should comply with PROWAG and GDOT design standards for width, slopes, placement and other attributes.

Per GDOT Design Policy Manual, grades steeper than 12.5% on a curb ramp cannot be used by most pedestrians with disabilities. Likewise, steep gutter slopes can make it difficult or impossible for a person in a wheelchair to make the transition between the ramp and the street.

Missing/Existing

There are two categories of curb ramps missing and existing. At each of the 3,214 existing curb ramps, a field technician evaluated it for 12 different attributes. The categories included grade, cross slope, flares, transitions, landing panels, and detectable warnings as described in the ADAAG guidelines.

An additional 1,533 curb ramps were captured during the PROW evaluation. The locations of the missing ramps were geographically located along routes already included in the survey. The ability to quantify the amount and immediate need for each of these missing ramps locations will be a step used in the transition planning for upgrading the areas that need PROW facilities.

Gutter Lip and Obstructions

The gutter lip is the transition between the curb ramp gutter and the road. This transition from road to ramp should be flush and free of level changes and cannot have a vertical crack of more than 0.25 inches. Large vertical changes can cause the front caster of a wheel to impede the momentum needed to propel a wheelchair up a ramp. The survey found 365 ramps with gutter lip transitions that had more than 0.25-inch gap.

Other obstructions found during the survey included vertical and horizontal obstructions. These type of obstructions included utility poles,



Figure 7-9. Missing Curb Ramp.



Figure 7-10. Uneven Gutter Transition.



cracks in the curb ramp from heaving and items protruding into ramp or other obstructions that make the ramp hard to traverse. There were 178 ramps with these type of failings.

Grade (Running Slope)

Grade or running slope is measured parallel to direction of travel. ADAAG requires ramp grade to measure 8.33% or less for all ramps and a running slope of no more than



Figure 7-11. Ramp-Gutter Transition.

5% for any adjoining gutter. When one or the other is more than the recommended amount the transitional point becomes impossible to maneuver and can cause wheel chair wheels to become stuck.

Therefore, both DOT and DOJ require that curb ramps that have excessively steep slopes, must be remediated to meet the standards for accessibility when they are within the intersections of a road resurfacing or improvement project.

Table 7-5 provides a summary of the results from the survey for both ramp and gutter grade. This summary shows 963 ramps are steeper than the recommended 8.33% and 1,215 gutter transition greater than the required 5% slope.

Table 7-5. Curb Ramp Slopes Observed.

| Running Slope Value | Ramp | Gutter |
|---------------------|-------------|-------------|
| 5% or Less | 1297 | 1999 |
| 5.1% - 8.33% | 954 | 666 |
| 8.34% - 10% | 400 | 227 |
| 10.1% - 12.5% | 302 | 166 |
| 12.6% + | 261 | 156 |
| Total | 3214 | 3214 |

Cross Slope

Cross slope is measured for the ramp gutter and ramp panel. It is measured perpendicular to the path of travel. Excessive cross slope can decrease the stability for disabled pedestrians and increase the risk of tipping over. The required cross slope for a curb ramp is no more than 2%. Excessive cross slopes must be remediated to meet the standards for accessibility when they are within the intersections of a road resurfacing project.

Table 7-5 summarizes the number of failing ramps for both gutter and ramp cross slope. There were 1717 ramp cross slopes found non-compliant with an additional 1181 gutter cross slopes found to be non-compliant.

**Table 7-6. Curb Ramp Cross Slope.**

| Cross Slope | Ramp | Gutter |
|-------------|------|--------|
| 2% or less | 1496 | 2032 |
| 2.1% - 4% | 834 | 702 |
| 4.1% - 6% | 467 | 283 |
| 6.1% - 8% | 228 | 106 |
| 8.1% - 10% | 95 | 56 |
| 10.1% + | 93 | 34 |

**Figure 7-12. Non - Compliant Curb Ramp.**

Detectable Warning Surfaces

Detectable warning surfaces (DWS) are raised tactile warning system placed on curb ramps to give sight impaired pedestrian a visual and tactile cue that they are about to enter a street. Detectable warning devices are required on all curb ramps at street intersections and on curb ramps that are part of transit facilities. DWS may be used on curb ramps at other locations. DWS must line up with each of the crosswalks unless existing physical constraints require a single diagonal DWS.

The current standard for detectable warning devices consist of a high-contrast color panel with truncated domes. DWS are located on the sidewalk curb ramps adjacent to the street gutter or shoulder.

DWS must measure a minimum of 24" deep from the back of the curb. and should be the full width of the curb ramp. DWS are only required at public streets and not required where the sidewalk crosses a driveway. DWS are required on all curb ramps at bus stops and in parking lots of transit facilities.

The survey team found 1,289 curb ramps that were non-standard because they did not have a detectable warning system in place and found 44 of the 1,924 curb ramp DWS' to be in poor condition or not up to current standards for contrast or detectability.

**Figure 7-13. Detectable Warning Surface.**



Ramp Flare Slopes

Ramp flare slopes are located on either side of a ramp to help mitigate the transition between the ramp and the sidewalk. Ramp flares are not required on curb ramps when the transition from the sidewalk to the ramp is not excessively steep and the ramp is sufficiently wide.

Ramp flare slopes greater than 10% are considered non-compliant. Of the 1,478 curb ramps that had flare slopes, 855 were found to be non-compliant.

Curb Ramp Assessment Results

Table 7-7 shows the attribute surveyed for all 3214 existing curb ramps. It provides a summary for the number of ramps that were found to have attributes non-compliant and the percentage of ramps non-compliant.

Table 7-7. Curb Ramp Assessment Results.

| Curb Ramp Feature | Number Non-Compliant | Percentage Non-compliant |
|--|----------------------|--------------------------|
| Gutter Lip | 365 | 11.36% |
| Other Obstructions | 178 | 5.54% |
| Ramp Running Slope | 963 | 29.97% |
| Gutter Running Slope | 1215 | 37.82% |
| Ramp Cross Slope | 1717 | 53.44% |
| Gutter Cross slope | 1181 | 36.76% |
| Detectable Warning Surfaces | 1289 | 40.12% |
| Ramp Flare Slope (1478*) | 855 | 57.85% |
| Ramp Landing Slope | 227 | 7.07% |
| Ramp Width | 28 | 0.87% |
| <i>* number of ramps with flare slopes</i> | | |

Ramp Landing Panel

The ramp landing panel is the level area located at the top of a ramp that aligns with the sidewalk. They are level transitions from the sidewalk to the ramp. They should have a minimum size of 48 inches and are required at all ramp transitions. They are used to allow the pedestrians to orient themselves either to continue on the sidewalk or to cross the street and should be flat as possible. The survey team found of the 3,213 curb ramps reviewed that 715 had landing panels that were non-compliant.



Figure 7-14. Missing Curb Ramp.



Figure 7-15. Blocked Curb Ramp.

Accessible Pedestrian Signals

Title II of the ADA requires state and local governments to make pedestrian crossings accessible to people with disabilities. Pedestrian signals must be accessible to persons who are in wheelchairs or visually impaired. Pedestrian signals are used to provide indicators to allow for safe crossing of pedestrians with visual or non-visual impairments. Audible pedestrian signals are required near services and facilities that are used by persons with visual disabilities. Pedestrian signal timing may need to be extended to permit extra time for individuals with disabilities and seniors to safely cross the intersection. Signals near medical services, disability services and senior housing should be evaluated to determine if sufficient time to clear the intersection is provided to these pedestrians.

To evaluate compliance with accessibility requirements, the following attributes were reviewed: the presence of call buttons and at the correct height, the location of the call button in relation to the pedestrian way, and if the signal had an audible tone.



Pedestrian Signal Assessment

During the PROW self-evaluation survey, 619 pedestrian signals were reviewed for certain attributes about the pedestrian signal. The 619 pedestrian signalizations represent approximately 131 signalized intersections throughout the City. Other types of signalized pedestrian crossings were included in the assessment that do not occur at traditional intersections, i.e. mid-block crossings.

Table 7- 8. Pedestrian Signal Results.

| Signal Feature | Number | Number Non-Standard | Percentage Non-Standard |
|--------------------------|--------|---------------------|-------------------------|
| Button Height | 619 | 251 | 40.55% |
| Audible | 619 | 547 | 88.37% |
| Distance to Back of Curb | 619 | 159 | 25.69% |
| Distance to Back of Walk | 619 | 266 | 42.97% |

The signalized intersections can be broken down into two major types, those with call buttons or those without. The different type was noted in the assessment with those with push buttons identifying and assessing the components for each signal location. The survey assessed 519 signalizations with call buttons and 81 without out buttons.

Pedestrian Signal Assessment Results

The features assessed and scored from section 4 included the height of the push button, if it had an audible assist, and location of the call button. The summary in Table 4-9 provides information on the number of non compliant signals for each type of attribute.

The locator tone or audible is a recommended requirement that should be used on all new or refitted signalization. There are a limited number in use on pedestrian signals in the city; most are located downtown on Broad Street.



Figure 6-16. Call Button Too Far Away.



Accessible On-street Parking

On-street accessible parking allows people with disabilities who are impaired in their ability to walk to work, shop, dine and enjoy entertainment in their community. Both GDOT and the FHWA have adopted PROWAG. It should also be adopted at the local level. PROWAG ensures that sufficient on street parking is provided and that it is safe and accessible. Federal and State accessibility standards require that each permanent on-street accessible parking space must be designated by a blue reflective sign with the International Symbol of Accessibility (ISA) posted a minimum of 60 inches from the ground and be adjacent to a curb ramp.

The 2016 survey identified 57 accessible parking spaces throughout the city. These were identified by either paint or sign as a space that was intended to be accessible designated parking. Items that were reviewed in the survey included the type of parking, the presence of a parking sign with the ISA and curb ramp at the space, access aisle, slope of the space, any obstructions and the condition of the road, gutter and ramp surface. Table 7-9 shows the results of the accessible parking survey.

Table 7-9. Accessible On-Street Parking Survey Results

| Accessible Parking Attribute | Number Non-Standard | Percentage |
|---|---------------------|------------|
| Access Isle | 2 | 3.51% |
| Poor or No Markings | 19 | 33.33% |
| Obstructions | 2 | 3.51% |
| Slope | 18 | 31.58% |
| Sign | 16 | 28.07% |
| Ramp | 50 | 87.72% |
| <i>Total number of Accessible Parking Spaces = 57</i> | | |



Figure 7-17. ISA Sign.



Figure 7-18. No Marked Access Aisle.



Figure 7-19. No Curb Access.



The required number of marked or metered accessible spaces is shown in Table 4-11. PROWAG scoping requirements are based upon the total number of parking spaces on the perimeter of a block face. Parallel parking must be placed nearest intersection curb ramps. Angled parking must have an access aisle and curb ramp as shown in Figure 4-20. The access aisle must be located on the passenger side of angled van accessible spaces. It is recommended that all single angled accessible spaces be designated as van accessible and half of all double spaces.

Table 7-10. Minimum Number of Accessible On- Street Parking Spaces.

| Total Number of Marked or Metered Parking Spaces on the Block Perimeter | Minimum Required Number of Accessible Parking Spaces |
|--|---|
| 1 to 25 | 1 |
| 26 to 50 | 2 |
| 51 to 75 | 3 |
| 76 to 100 | 4 |
| 101 to 150 | 5 |
| 151 to 200 | 6 |
| 201 and over | 4% of total |

Twenty-four on-street accessible parking spaces were added on Broad Street in 2018- 2019, bringing the total number on Broad Street to 37. Spaces were located at the beginning of each block and 2 were added at the Augusta Common. Thirteen accessible spaces were added to Greene Street in 2018 - 2019. An audit of the number of spaces on all streets from 5th to 15th and on Ellis Street is planned for 2020 to determine the number of accessible spaces needed .

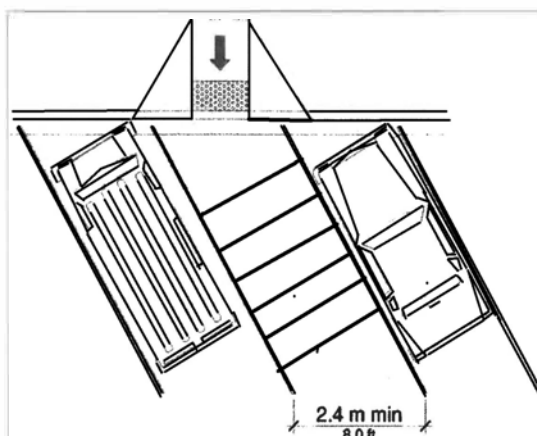


Figure 7-20. Accessible Angled On - Street Parking Spaces with Aisle and Ramp.



Bus Stop Accessibility

As public facilities, bus stops must be accessible and connect to accessible sidewalks, pedestrian ways or streets. Sidewalks are not required to be installed at bus stops or pads, but the lack of a sidewalk forces wheelchair users to travel in the road and board from the road. If the connecting pedestrian route is not accessible due to a lack of maintenance or sidewalk curb ramps are non-compliant or missing, it must be remediated. Two compliant curb ramps should be provided to provide access to bus stops near key facilities such as government services, parks, retail establishments, health services and downtown.

Federal Accessibility Standards require all bus stops to have a firm and stable surface. The boarding and alighting area connects the bus stop to the curb and shall be a minimum of 96 inches in length perpendicular to the roadway and a minimum of 60 inches wide parallel to the roadway. The boarding and alighting area shall have a smooth and stable surface and a slope perpendicular to the roadway of not more than 1 :48. Concrete bus stop pads are only required where a sidewalk exists. If installed where there is no sidewalk, the bus stop pad must include a center level boarding area and two (2) curb ramps that provide access to and from the shoulder of the road.

The 2010 ADA Standards, GDOT and the FTA/DOT ADA Standards provide the accessibility requirements for the design of bus stops and bus stop signs. Table 7-11 summarizes the amount of non-standard features for the 76 bus stops with shelters surveyed. The GDOT Design Policy Manual states requires that Transit accommodations *shall* be considered in all planning studies and be included in all reconstruction, new construction, and capacity-adding projects that are located in areas with any of the following conditions:

1. *transit vehicles*: on corridors served by fixed-route transit; and
2. *pedestrian transit users*: within a ¼-mile pedestrian catchment area of an existing fixed-route transit facility (i.e., stop, station, or park-and-ride lot). A catchment area is defined by a radial distance from a transit facility per Federal Transit Administration (FTA) guidelines - this includes crossing and intersecting streets.

Table 7-11. Sheltered Bus Stop Results.

| Feature | Number Non-Compliant | Percentage Non-Compliant |
|--|----------------------|--------------------------|
| Boarding Area | 46 | 60.53% |
| Boarding Condition | 16 | 21.05% |
| Boarding Access | 33 | 43.42% |
| Shelter Access | 36 | 47.37% |
| Slope | 15 | 19.74% |
| Bench | 72 | 94.74% |
| <i>Total Number of Bus Stop with Shelters = 76</i> | | |



Figure 7-21. No Boarding Access.

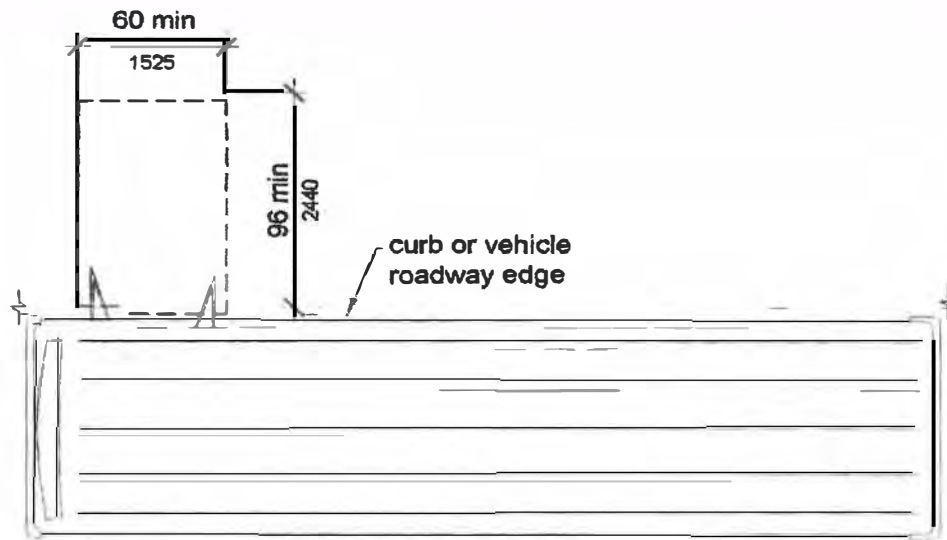


Figure 7-22. Dimensions of Bus Boarding and Alighting Areas

Bus shelters must provide a minimum 32" wide entrance and a clear floor area of 30" by 48" for a wheelchair under the shelter. Benches must not block the clear floor space. Trash receptacles, utility poles, and signs must not block the accessible route from the sidewalk to the bus shelter or to the boarding and alighting area. The FTA ADA Standards require bus stop boarding and alighting areas to be connected to streets, sidewalks, or other pedestrian paths by an accessible route. Curb ramps to and from the shoulder of the road must be provided if a sidewalk is not present.

Bus stop signs must meet the visual standards of the 2010 ADA Standards and FTA ADA Standards for contrast and letter height and must be installed at a minimum height of 80".

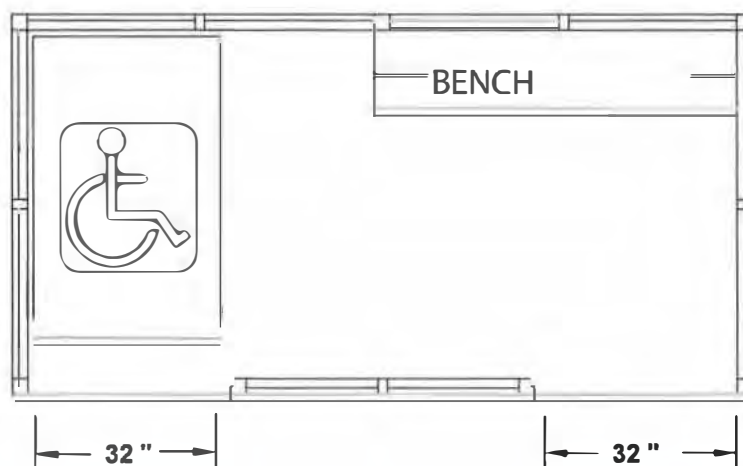


Figure 7-23. Accessible Bus Shelter



Bus Stops Without Shelter

The other type of bus stop reviewed during the survey was bus stops with no shelter. Bus stops without shelters are required to meet the same requirements for access to and from a boarding and alighting area that is firm stable and meets the 2010 ADA Standard. Table 7-12 summarizes the findings from the review of 512 bus stops with no shelter.

Table 7-12. Non-Sheltered Bus Stop Results.

| Feature | Number Non-Compliant | Percentage Non-Compliant |
|--------------------|----------------------|--------------------------|
| Boarding Area | 476 | 92.97% |
| Boarding Condition | 276 | 53.91% |
| Boarding Access | 205 | 40.04% |
| Slope | 78 | 15.23% |
| Bench | 6 | 1.17% |
| Total | 512 | |



Figure 7-24. No Access.

In 2006, FHWA found the sidewalks in the City of Augusta to be non-compliant with the DOT regulations for sidewalk and bus stop accessibility. FHWA subsequently requested the submission of an ADA Self-evaluation and Transition Plan to include a survey of the accessibility of sidewalks and bus stops and a timeline for remediating deficiencies. Recent DOJ Project Civic Access settlement agreements have required municipalities to allocate 50% of all funding for PROW improvements to improving access to public transit. In 2015, the Augusta Commission approved \$650,000 in SPLOST funding for improving bus stops with shelters, ADA compliant bus stop pads, benches and lighting and additional \$2 million to fund sidewalk accessibility remediation.

In 2019, twenty-five bus stops near public services and medical services received new concrete pads. All new bus pads connect to the existing sidewalk or additional accessible sidewalk was added to provide an accessible route to and from the bus stop. All newly constructed bus stop pads have an ADA compliant loading area that connects the bus stop pad to the street curb. ADA compliant bus shelters with benches are to be replaced at 17 of these bus stops that had non accessible shelters or lacked shelters. All new bus shelters ordered will provide a minimum of 30" x 48" of clear wheelchair space under the shelter. Funding for additional bus stop shelters and ADA compliant bus stop and boarding pads is a priority.

New high visibility ADA compliant bus stop signs have been designed and will be installed in 2019. The signs include high contrast lettering, and the words "Bus Stop" and the route numbers will be a minimum of 2 inches tall to provide improved visibility at a distance.

In addition to the accessibility requirements for bus stops, the FTA requires all fixed-route buses to have ramps or lifts and be wheelchair accessible. When sidewalks or bus stops are not accessible, wheelchair users and visually impaired citizens who would otherwise be able to independently use the regular schedule-based fixed route bus service are forced to use the more expensive Paratransit Service.



Figure 7-25. No Access to Sidewalk or Bus Stop.



Figure 7-26. Worn Path.



Figure 7-27. No Access to Bus Stop.

In addition to accessible fixed-route bus services, Augusta Transit provides on-demand transit service to persons with disabilities through FTA mandated Complimentary Paratransit Services within 3/4 miles of all bus routes. FTA grant funded Rural Transit Services in South Richmond County areas outside of the regular fixed-transit and paratransit service areas must also be accessible to persons with disabilities.

Need for Sidewalk

When sidewalks are missing or incomplete, disabled pedestrians are forced to travel on the shoulder or turn around or find an alternative route. When sidewalks are absent transit riders who use wheelchairs must reach the bus stop using the road shoulder. On busy corridors, a lack of continuous accessible sidewalks creates a dangerous and potentially deadly situation.

According to AASHTO Policy on Geometric Design of Highways, "Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way."

The ADA does not require a sidewalk to be installed where there is no sidewalk, but it does require that if a sidewalk is present, it must be made accessible.

The FTA ADA Standards do not require that a sidewalk be installed at bus stops, but it does require that sidewalks present at bus stops must connect to the bus stop and be accessible in both directions to provide equal access to the public transportation service.



8.0 PROW Barrier Removal Plan

Introduction

The transition plan provides a guide to eliminate barriers present in the public right of way. This consists of a barrier removal plan that provides criteria for prioritization, cost estimate, project grouping, and a schedule of completion.

This transition plan is not intended to be a static document. There will be necessary changes, upgrades, and priority adjustments as demand and budgets allow. The transition plan should be monitored and updated annually to reflect changes in funding, project scope and timelines.

The Barrier Removal Plan outlines how to prioritize areas, group and schedule projects, and maintain a living database. This plan is the culmination of the work done in the field, public involvement, and city staff input. The intent of the plan is to provide a guide for the city to prioritize remediation of non-compliant facilities.

Criteria for Prioritization

The federal requirement to bring pedestrian facilities into compliance with the current federal accessibility standards whenever a road is resurfaced or whenever pedestrian and transit facilities are renovated or constructed applies to all PROW projects regardless of whether project funding is federal, state or local.

Priority 1 - Public Requests

Priority 1 will be to accommodate requests by individuals with disabilities for the remediation of sidewalks and bus stops. Title II of the ADA requires the remediation of public sidewalks and bus stops as a request for a reasonable accommodation by individuals. These requests should be accepted and evaluated by the ADA Coordinator on a case-by-case basis. If determined to be a reasonable accommodation to enable a person with a disability to access public transportation, public services or public accommodations (private businesses), they should be remedied as soon as possible. Funding to support promptly responding to citizen complaints of inaccessible public services due to inaccessible public sidewalks or bus stops should be established.

Priority 2 - Public Access to Government Services

Priority 2 includes identified inaccessible sidewalks, pedestrian signals and bus stops that create barriers to public transit and public services, public programs, medical services, veterans services and employment. Title II of the ADA and Department of Justice and Department of Transportation settlement agreements have consistently required Title II entities to make the accessibility of sidewalks, curb ramps and bus stops that provide access to public transportation and government services a priority for remediation.

Priority 3 - High Volume/High Barrier Areas

Based on the scores received from the barrier ranking analysis, these sections have high activity scores and/or high barrier ranking scores and make up about 30 percent of the total



surveyed area depending on category. These areas have the highest potential to provide accessibility for the largest number of citizens of the City of Augusta. They include the downtown area and areas near schools. The Priority 3 study areas as ranked by barrier score based upon the 2016 SETP along with the projected budgets and project start dates is provided in Appendix A. Additional projects will be added as they are funded.

Costs, Funding and Implementation

Costs

The costs shown in Table 8-1 are direct costs and include labor, material, and equipment. These numbers are used to provide a guide for estimation only. Every repair, replacement, or new feature contains its own unique site specific needs. The estimated unit cost numbers were compiled from 2016 - 2019 Augusta Engineering Department Invoices and the 2016 SETP.

The 2019 cost for the renovation of bus stop pads ranged from \$9,161 - \$14,358 per pad including removal of shelter, demolition of old pad, installation of a minimum 6' x 11' pad connected to both the sidewalk and curb. At some locations, remediation of sidewalk accessibility including curb ramps was included.

Table 8-1. Construction Cost Estimates

| Facility Type | Description | Cost Unit | Estimated Cost |
|---------------|--------------------------------|-----------|----------------|
| Curb Ramp | ADA Curb Ramp | Each | \$1950.00 |
| Curb Ramp | Repair Existing Curb Ramp | Each | \$800.00 |
| Curb Ramp | Add Domes to Existing Ramp | Each | \$475.00 |
| Cross Walk | Striped Crosswalk | LF | \$12.00 |
| Sidewalk | 4" Concrete Sidewalk (new) | SY | \$66.00 |
| Sidewalk | Concrete Demolition | CY | \$387.00 |
| Bus Stop | ADA Compliant Bus Stop Shelter | Each | \$6,000.00 |
| Bus Stop Pad | ADA Compliant Concrete Pad | Each | \$10,000.00 |

Features not included in these estimates because of variability and the minimal amount of features present are utility pole movement from sidewalks, additional accessible parking or repair to accessible parking, and pedestrian railroad crossing facilities. There are specific sites that include these items and will need to be coordinated/accounted for when these projects are selected for repair.

A 30% contingency cost was added to the projected budgets of all upcoming PROW projects listed in Appendix A. The contingency consists of the cost of mobilization, general conditions, overhead and profit. the contingency does not include the cost of engineering design, right-of-way acquisition or other costs that may arise in conjunction with projects.

Funding

Funding sources for completing the remediation projects needed to bring Augusta-Richmond County public facilities into compliance with the ADA may include departmental budgets, county-wide budgets, state and local taxes and federal grants.



Planning and Development Linked

Some jurisdictions have passed local ordinances that require sidewalk improvements or curb ramp construction when the dollar value of a remodel project on a building exceeds a certain amount. New development can be required to include sidewalks and curb ramps. Fines collected for ADA parking violations can be used towards sidewalks and parking accessibility.

Developer Impact Fees

New developments place a strain on existing public facilities. Developer impact fees are paid by developers to help cover the costs resulting from new construction and can be used to fund pedestrian right-of-way improvement projects.

Special Local Option Sales Tax (SPLOST)

In November 2015, voters approved a local sales tax to provide \$122,650,000 in funding for infrastructure and facility improvements in Augusta-Richmond County. These SPLOST 7 projects included funding for road resurfacing, ADA remediation projects including sidewalk remediation, ADA compliant bus stop pads and the remediation of accessibility at recreational facilities. SPLOST funded pedestrian improvements are identified in Appendix A. SPLOST 8 projects are currently being identified and will be voted on in November 2020.

Georgia Transportation Investment Act (TIA)

In 2012, voters approved a 10-year one percent sales tax to fund regional and local transportation improvements. Prior to the vote, projects were selected for each region's Approved Investment List. Seventy-five percent of collected revenue in each region is used for construction of these projects. The remaining 25% is disbursed monthly to the regions' governments for discretionary use on other local transportation-related efforts. Approved Investment List projects are divided into three delivery bands. Projects must be in construction by December 31 of the last year in each band: Band 1— 2013 to 2015, Band 2 — 2016 to 2019 and Band 3— 2020 to 2022. Current TIA Projects that include pedestrian improvements are identified in Appendix A. New TIA projects for 2023 - 2032 are currently being identified and approved. The 10-year sales tax to fund these project will be voted on in November 2021.

Transportation Alternatives Grant (TA)

The TAP grant is annual Federal grant funding to be used to improve pedestrian safety, pedestrian facilities, and pedestrian and transit accessibility. The state DOT allocates these federal funds to the local MPO. The ARTS-MPO TAP grant has been awarded to fund local projects such as the remediation of the sidewalks on Walton Way, James Brown Blvd and Kissingbower Road. The grants require a 20% local match.

Accelerating Innovative Mobility (AIM)

Federal challenge grants which promote innovation and interagency coordination across the DHS and FTA programs that may fund transportation services for people with disabilities, older adults and individuals of low income. Selection criteria will include innovation and encourage exploring new service models to provide more efficient and frequent transportation services in both urban and rural areas.



Transportation Equity Act for the 21st Century (TEA-21)

Federal funds with specific set asides for pedestrian related projects. Most of the major categories of funding in TEA-21 can be used to build or retrofit sidewalks, crosswalks, and other accessible pedestrian facilities such as trails. There are also specific targeted subcategories of projects. These funds are available through the federal Department of Transportation.

Fixing Americas Surface Transportation Act Grants (FAST)

The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

Surface Transportation Block Grants (STBG)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. State STBG funds may also be available for other projects.

Community Development Block Grants (CDBG)

CDBG funds may be used for the acquisition, construction, reconstruction, rehabilitation, or installation of public improvements or public facilities. “Public improvements” includes, but is not limited to, streets, sidewalks, water and sewer lines, and parks. CDBG funds are grants from the federal Department of Housing and Urban Development and are usually allocated at the county or city level. CDBG funds have been used for curb ramp construction by local jurisdictions for many years. Funds can be set aside for specific improvements or be associated with larger projects.



Implementation Schedule

The ADA Title II regulations state that if a transition plan will take more than 1 year to fully implement, it must contain interim steps towards compliance and must provide program accessibility. Priority 1 requests for the removal of barriers by persons with disabilities should be evaluated and addressed in a timely manner as any citizen complaint would be.

The remediation of curb ramps on public sidewalks must be included in road resurfacing budgets. The remediation of facility parking, entrances and interior paths of travel to primary function areas must be included in the project whenever a parking lot or facility is renovated. The remediation of bus stops and the connectivity of the bus stops to the curb and an accessible sidewalk must be included in all bus stop renovation and construction projects.

A detailed barrier removal plan for completing Priority 2 projects identified in the ADA Transition Plans should be developed as soon as possible. The ADA Coordinator, the Augusta Engineering Department, the Central Services Department and the Augusta Transit Department will need to work together to establish a plan with project scopes, budgets and timelines for each of the remediation projects.

The City should provide the public with accessibility maps that show the locations of accessible pedestrian routes for its citizens to allow them to navigate the public-rights-of-way and access the transit system. These may be online or paper-based, but must be made available in alternative and accessible formats and updated regularly. Government services, polling places, bus stops and high priority business areas should be considered first when making accessibility maps.

Figure 7-2 shows a Hot Zone Map of the curb ramps and sidewalks within the County and an inset of the downtown business district. It can be seen that the majority of the hot zones are grouped in the downtown area.

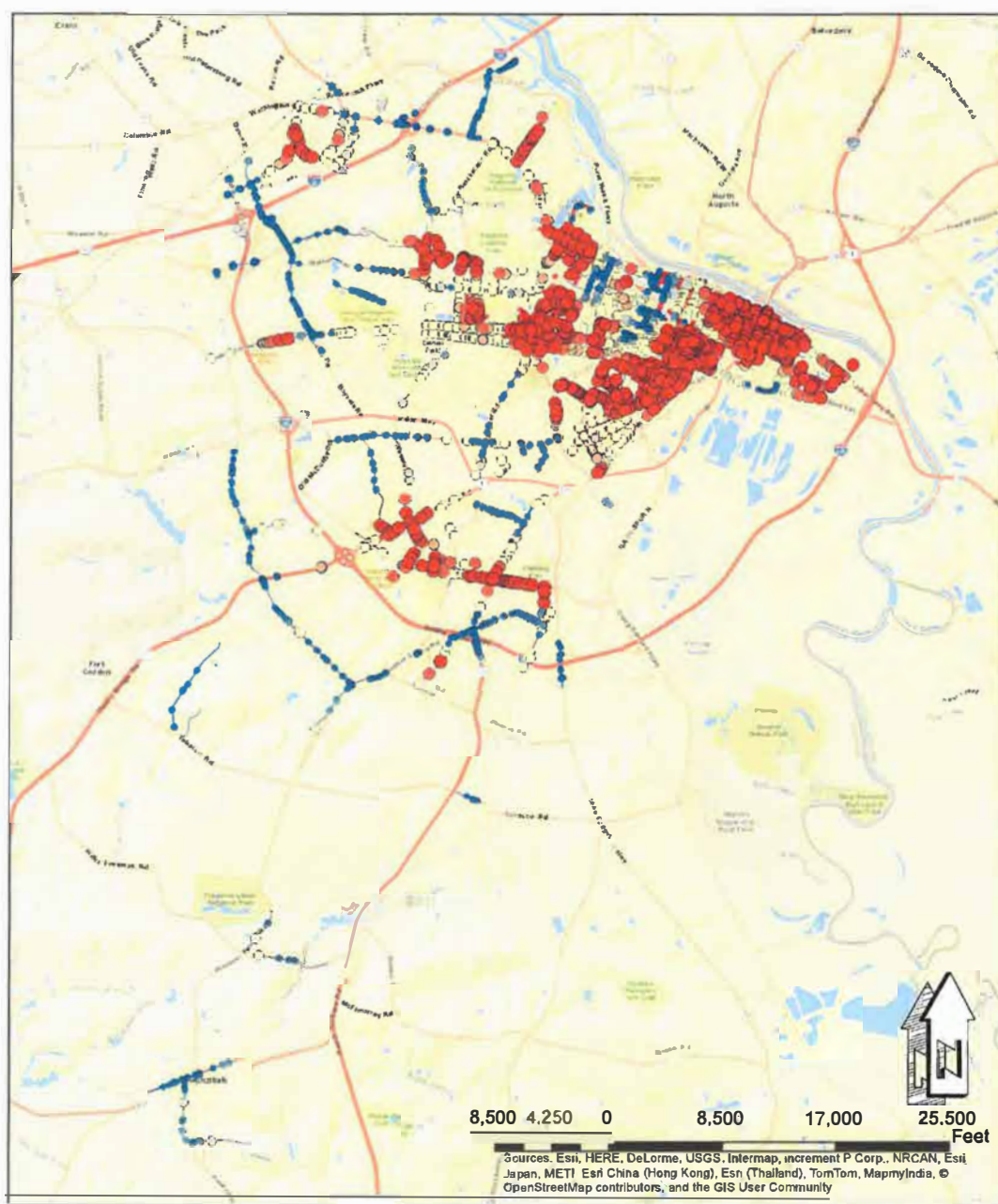
Updating and Monitoring

An initial ADA Self-Evaluation of the PROW features was completed in 2016 and submitted to the GDOT ADA Coordinator in 2018. Beginning in 2019, the GDOT ADA Coordinator will require the submission of an annual ADA Transition Plan Update that shows the schedule and budgets for making the PROW pedestrian features compliant with the accessibility requirements of the ADA. A primary function of the ADA Coordinator is to ensure that a barrier removal plan schedule is developed, implemented and update as required by Title II of the ADA and the FHWA. It is critical that a liaison between the ADA Coordinator and the Augusta Engineering Department be maintained to ensure that the PROW remediation projects are tracked, the annual Transition Plan Update is accurate and to provide accountability for allocated funds.

It will be critical that the Engineering Department staff should not only ensure that the currently adopted federal and state design standards for accessible features are being followed for all PROW improvements, but that they are being constructed properly on all projects. The additional monitoring of the construction activities and the updating of the features in the GIS database as they are completed will ensure the effectiveness and full compliance of the transition program.

Figure 8-1

ADA Self-Evaluation Hot Zone Map (2016)



Downtown Business District

Curb Ramp

- Cold Spot - 99% Confidence
- Cold Spot - 95% Confidence
- Cold Spot - 90% Confidence
- Not Significant
- Hot Spot - 90% Confidence
- Hot Spot - 95% Confidence
- Hot Spot - 99% Confidence

Existing Sidewalk

- Cold Spot - 99% Confidence
- Cold Spot - 95% Confidence
- Cold Spot - 90% Confidence
- Not Significant
- Hot Spot - 90% Confidence
- Hot Spot - 95% Confidence
- Hot Spot - 99% Confidence



9.0 Public Meetings and Comments

Public Meetings

Public Meetings will be scheduled after a draft copy of the ADA Transition Plan Update 2020 has been uploaded to the Augusta, Georgia website. The public and local disability advocacy organizations will be notified of the meeting details through a press release, website notices and inclusion in the Augusta, Georgia event calendar.

Meeting Format

Carole Burrowbridge, ADA Coordinator for Augusta-Richmond County, will present a Power Point Presentation via Zoom due to the current COVID outbreak. The draft ADA Transition Plan Update 2020 and presentation handout will be posted on the Augusta, Georgia Compliance Department Accessibility/ADA Division website. The presentation will include an overview of the ADA, Augusta-Richmond County's progress in meeting the requirements of the ADA and a list of recent and future ADA remediation projects. The public will be provided an opportunity to submit comments and to submit their priorities for remediation through an online form or by email.

Review Summary with Augusta Commission

The draft of the ADA Transition Plan Update 2020 was provided to the Augusta Commission on September 15, 2020 prior to being uploaded to the website and made available for public comment.

Public Comment Period

The required Public Review period will be October 5, 2020 through October 23, 2020. Online viewing is encouraged. The draft report will be published for viewing at the following locations:

1. *Augusta, Georgia ADA Website: <http://www.augustaga.gov/243/ADA>*
2. *Augusta Library Headquarters, 823 Telfair Street, Augusta, Georgia*
3. *Diamond Lakes Library Branch, 101 Diamond Lakes Way, Hephzibah, GA 30815*
4. *Friedman Library Branch, 1447 Jackson Road, Augusta, Georgia, 30909*
5. *Clerk of Commission's Office, Suite 220, Municipal Building, 535 Telfair Street, Augusta, Georgia.*

A copy of the Affidavit of Publication, Public Notice Listing, and all comments received will be included in the final version of the ADA Transition Plan Update 2020. Public comments will be shared with the Augusta-Richmond County departments.

Adoption by Augusta Commission

The final ADA Transition Plan Update 2020 will be presented to the Augusta Commission for adoption after the comment period ends. After adoption, the final version will be uploaded to the Augusta, Georgia Compliance Department Accessibility/ADA Division website at: <http://www.augustaga.gov/243/ADA> and submitted to GDOT EEO/ADA Division in Atlanta.







Appendix A : PROW Barrier Removal Plan

Appendix A - PROW Facilities

Sidewalk Remediation SPLOST 7 ADA Sidewalk Funded (Updated 2/2019)

| Project Address | Project Start | SPLOST Funds | FHWA Funds | Project Budget | Notes |
|---|---------------|--------------|------------|----------------|-------|
| Central Ave & Cobb Street and McDowell St catch basin | 2016 | \$17,942.50 | | \$17,942.50 | |
| Brick paver repair Marriot at River Walk | 2016 | \$33,625.00 | | \$33,625.00 | |
| 1412 Troupe Street sidewalk repair | 2016 | \$15,567.11 | | \$15,567.11 | |
| Left Blank on original | 2016 | \$15,113.73 | | \$15,113.73 | |
| 2148 Central Ave sidewalk repair | 2016 | \$16,268.15 | | \$16,268.15 | |
| 260 Telfair Street sidewalk repair | 2016 | \$15,262.25 | | \$15,262.25 | |
| 414 Third Street sidewalk repair | 2016 | \$11,223.00 | | \$11,223.00 | |
| 430 Ellis Street sidewalk repair | 2016 | \$13,050.00 | | \$13,050.00 | |
| Windsor Spring & Sconyers Way sidewalk & ADA ramps | 2016 | \$43,707.25 | | \$43,707.25 | |
| Central Ave & Meigs Street and 1213 Meigs Street | 2016 | \$16,435.50 | | \$16,435.50 | |
| 237 & 241 Telfair Street sidewalks | 2016 | \$20,694.79 | | \$20,694.79 | |
| 107 4th Street | 2016 | \$18,998.76 | | \$18,998.76 | |
| 104 & 108 4th street | 2016 | \$20,550.69 | | \$20,550.69 | |
| Cranston Engineering | 2016 | \$24,500.00 | | | |
| 2310 & 2314 Norton Drive | 2017 | \$15,115.75 | | \$15,115.75 | |
| 2328 & 2330 Ruby Drive | 2017 | \$16,410.23 | | \$16,410.23 | |
| 2302 & 2304 Ruby Drive | 2017 | \$14,391.30 | | \$14,391.30 | |
| 2307 Allen Drive | 2017 | \$12,983.50 | | \$12,983.50 | |
| 2031 Clark St. | 2017 | \$8,449.11 | | \$8,449.11 | |
| 101 4th St. | 2017 | \$17,660.61 | | \$17,660.61 | |
| 984 Broad St. | 2017 | \$9,843.11 | | \$9,843.11 | |
| 2456 Norton Dr. | 2017 | \$17,217.30 | | \$17,217.30 | |
| 2309 Ruby dr. | 2017 | \$22,082.75 | | \$22,082.75 | |
| 2334 Allen Ave. | 2017 | \$15,567.10 | | \$15,567.10 | |
| 2261 Walton Way | 2017 | \$14,068.61 | | \$14,068.61 | |
| 2454 Young Dr. | 2017 | \$17,192.30 | | \$17,192.30 | |
| 1420 Monte Sano Avenue | 2017 | \$39,371.50 | | \$39,371.50 | |
| 104 & 108 4th street | 2017 | \$20,550.69 | | \$20,550.69 | |
| 9th & Reynolds St. | 2017 | \$21,878.50 | | \$21,878.50 | |
| 1014 Broad St. | 2017 | \$7,993.15 | | \$7,993.15 | |
| Hayne's Station | 2017 | \$34,273.50 | | \$34,273.50 | |
| Larks Court | 2017 | \$11,506.00 | | \$11,506.00 | |
| 353 & 355 Telfair St | 2017 | \$12,455.25 | | \$12,455.25 | |
| Greene St @ 3rd St | 2017 | \$18,043.39 | | \$18,043.39 | |
| 1125 Greene St. | 2017 | \$8,076.50 | | \$8,076.50 | |
| Nellieville Road | 2017 | \$15,156.40 | | \$15,156.40 | |
| Augusta Marriott sidewalk repair | 2017 | \$10,862.50 | | \$10,862.50 | |
| Corner of 10th & Reynolds Street | 2017 | \$8,942.25 | | \$8,942.25 | |
| 319 Telfair Street | 2018 | \$9,825.80 | | \$9,825.80 | |
| 126 Grace Street | 2018 | \$20,210.80 | | \$20,210.80 | |

Appendix A - PROW Facilities

Sidewalk Remediation SPLOST 7 ADA Sidewalk Funded (Updated 2/2019)

| Project Address | Project Start | SPLOST Funds | FHWA Funds | Project Budget | Notes |
|--|---------------|-----------------------|------------|-----------------------|-------|
| Corner of Eve & Broad Street H/C Ramp Repair | 2018 | \$23,650.00 | | \$23,650.00 | |
| 418 Fourth Street | 2018 | \$14,764.23 | | \$14,764.23 | |
| Corner of Sebastian and Harper Street | 2018 | \$29,924.20 | | \$29,924.20 | |
| US 25 Peach Orchard Road | 2018 | \$287,537.55 | | \$287,537.55 | |
| Helen Street @ Glenn Ave | 2018 | \$34,202.00 | | \$34,202.00 | |
| Walton Way @ Milledge Road | 2018 | \$29,579.32 | | \$29,579.32 | |
| ADA Mats Meadowbrook Drive and Sturnidae Drive | 2018 | \$2,200.00 | | \$2,200.00 | |
| 328 Telfair Street | 2018 | \$25,871.41 | | \$25,871.41 | |
| Install sidewalk @ Pepperidge Drive | 2018 | \$30,575.00 | | \$30,575.00 | |
| ADA ramps Laney Walker at Wallace Branch Library | 2018 | \$18,594.75 | | \$18,594.75 | |
| Eagles Way sidewalk improvements | 2018 | \$115,591.58 | | \$115,591.58 | |
| Mill Street ADA ramp modifications | 2018 | \$21,574.50 | | \$21,574.50 | |
| Kratha Drive sidewalk | 2018 | \$105,620.69 | | \$105,620.69 | |
| Kissingbower sidewalk | 2019 | \$59,991.00 | Yes | \$299,954.00 | |
| Walton Way sidewalk remediation | 2019 | \$ 111,892.00 | Yes | \$559,461.00 | |
| Kratha Drive sidewalk revision | 2019 | \$ 105,620.69 | | \$105,620.69 | |
| Total | | \$1,720,255.55 | | \$2,383,287.55 | |

Appendix A - PROW Facilities

| Bus Stops Proposed Improvements SPLOST 7 (Updated 5/8/2019) | | | | | | |
|---|-------|------------|---------------|---------------|-------------|--------------|
| Location | Phase | Start Date | Mobilization/ | Compliant Pad | New Shelter | Total Cost |
| Tubman Home at Gordon Hwy | 1 | 2019 | | \$10,131.25 | \$5,805.00 | \$15,936.25 |
| 5th Street at Fenwick DFACS HCD | 1 | 2019 | | \$11,691.25 | \$5,805.00 | \$17,496.25 |
| Laney Walker across from Health Dept at 9th Street (2) | 1 | 2019 | | \$20,425.00 | \$11,610.00 | \$32,035.00 |
| Telfair between 5th and 6th Street | 1 | 2019 | | \$9,743.75 | \$5,805.00 | \$15,548.75 |
| Telfair at James Brown near Library and Federal Court | 1 | 2019 | | \$10,655.00 | \$5,805.00 | \$16,460.00 |
| James Brown at the RC Judicial Center | 1 | 2019 | | \$19,100.00 | \$5,805.00 | \$24,905.00 |
| Walton Way at Megis Street | 1 | 2019 | | \$12,440.00 | | \$12,440.00 |
| Walton Way at Hickman Street | 1 | 2019 | | \$11,058.75 | | \$11,058.75 |
| Walton Way at D'Antignac Street (2) | 1 | 2019 | | \$21,266.25 | | \$21,266.25 |
| 13th Street at Fenwick at Rehab Hosp | 1 | 2019 | | \$12,837.50 | | \$12,837.50 |
| 11th street at Laney Walker near Wallace Library | 1 | 2019 | | \$8,969.75 | \$5,805.00 | \$14,774.75 |
| | | | | | | |
| Alexander Drive at Kroger | 1 | 2019 | | \$11,826.25 | \$5,805.00 | \$17,631.25 |
| Wrightboro Rd at Trinity Hospital | 1 | 2019 | | \$11,673.75 | \$5,805.00 | \$17,478.75 |
| Wrightboro Rd at VA Hospital | 1 | 2019 | | \$11,673.75 | \$5,805.00 | \$17,478.75 |
| Robert C. Daniel Pkwy at Social Security | 1 | 2019 | | \$13,600.40 | \$5,805.00 | \$19,405.40 |
| Dewey Gray Circ at Doctor's Hospital | 1 | 2019 | | \$13,044.00 | | \$13,044.00 |
| Wrightsboro Rd at Krogers/Mall | 1 | 2019 | | \$13,805.75 | \$5,805.00 | \$19,610.75 |
| Old Savannah at Gordon Hwy (2) | 1 | 2019 | | \$27,649.75 | \$5,805.00 | \$33,454.75 |
| Gordon Hwy at Regency Blvd | 1 | 2019 | | \$13,838.75 | | \$13,838.75 |
| Deans Bridge Rd at Augusta Tech | 1 | 2019 | | \$9,161.25 | \$5,805.00 | \$14,966.25 |
| Barton Chapel at Deans Bridge | 1 | 2019 | | \$14,358.75 | \$5,805.00 | \$20,163.75 |
| Lumpkin at Augusta Tech | 1 | 2019 | | \$13,739.25 | \$5,805.00 | \$19,544.25 |
| | | | | | | |
| Mobilization and Traffic Control Phase 1 | | | | \$122,950.00 | | \$122,950.00 |
| | | | | | | |
| Total Cost 25 Stops | | | | \$425,640.15 | \$98,685.00 | \$524,325.15 |

Appendix A - PROW Facilities

| Name | Location | Barrier Score | TIA Project | ADA Projected Budget | Projected Start Date |
|---------------|--|---------------|-------------|----------------------|----------------------|
| Study Area 85 | Greene Street Improvements | 136.59 | Yes | \$1,119,580.00 | 2018 |
| Study Area 23 | Richmond from Hickman -Troupe | 133.03 | No | \$190,711.00 | |
| Study Area 33 | Bransford from Boy Scout - Wheeler | 131.80 | No | \$181,533.00 | |
| Study Area 61 | Ellis from East Boundary - Gordon Hwy | 131.24 | No | \$229,011.00 | |
| Study Area 50 | Fourth from Watkins - Taylor | 130.30 | No | \$239,028.00 | |
| Study Area 3 | Ellis from 7th Street - 8th Street | 124.35 | No | \$150,113.00 | |
| Study Area 29 | Milledge from Ellis - Welsh | 124.18 | No | \$103,357.00 | |
| Study Area 49 | Walker from E. Boundary - 3rd Street | 124.05 | No | \$177,992.00 | |
| Study Area 8 | Steiner from Fuller - Hernlen | 123.60 | No | \$251,660.00 | |
| Study Area 55 | Heckle from Heard - Metcalf | 122.55 | No | \$152,847.00 | |
| Study Area 54 | Ellis from Eve - Milledge | 122.14 | No | \$298,047.00 | |
| Study Area 87 | Jones from McCartan - Reynolds | 121.88 | No | \$50,667.90 | |
| Study Area 75 | Ellis at 13th Street | 121.00 | No | \$114,185.00 | |
| Study Area 4 | 10th Street at Walton Way - Hopkins | 120.38 | No | \$158,081.00 | |
| Study Area 14 | Conklin from Forest - Clay | 120.21 | No | \$199,663.00 | |
| Study Area 35 | Monte Sano from Wrightsboro - Walton Way | 120.09 | No | \$304,325.00 | |
| Study Area 5 | Carrie from D'Antignac - Laney Walker | 119.94 | No | \$151,897.00 | |
| Study Area 27 | Wood from Broad - Edgar | 118.82 | No | \$126,520.00 | |
| Study Area 42 | 11th Street from Perry - Spruce | 118.02 | No | \$99,462.80 | |
| Study Area 9 | Lee Beard from Poplar - Swanee Quintet | 117.97 | No | \$292,910.00 | |
| Study Area 31 | Eisenhower from Washington - Forest | 117.88 | No | \$237,755.00 | |
| Study Area 6 | Ellis from 5th Street - Monument | 117.22 | No | \$60,454.20 | |
| Study Area 83 | 6th Street-Laney-Reynolds | 116.76 | Yes | \$400,424.00 | 2020 |
| Study Area 15 | Wrightsboro from Boundary - 12th Street | 115.25 | No | \$150,468.00 | |
| Study Area 38 | Deans Bridge from Lumpkin - Norton | 114.78 | No | \$837,021.00 | |
| Study Area 22 | Perry from Brown - 13th Street | 114.67 | No | \$229,720.00 | |
| Study Area 65 | 15th Ave from Grand - Old Savannah | 114.33 | No | \$128,882.00 | |
| Study Area 28 | Milledge from Broad - Division | 114.24 | No | \$117,538.00 | |
| Study Area 69 | 10th Street from Perry - Spruce | 114.01 | No | \$104,390.00 | |
| Study Area 82 | 5th Street - Laney - Reynolds | 113.94 | Yes | \$569,333.00 | 2020 |
| Study Area 43 | Olive from Milledgeville - Shirley | 113.90 | No | \$265,005.00 | |

Appendix A - PROW Facilities

| Name | Location | Barrier Score | TIA Project | ADA Projected Budget | Projected Start Date |
|---------------|---|---------------|-------------|----------------------|----------------------|
| Study Area 12 | Hickman from Meiggs - Summer Ridge | 113.27 | No | \$246,766.00 | |
| Study Area 86 | James Brown Reconstruction | 112.64 | Yes | \$810,418.00 | 2018 |
| Study Area 11 | Baker from Walton Way - McDowell | 112.57 | No | \$218,680.00 | |
| Study Area 76 | Central from Wilson - 15th Street | 111.75 | No | \$254,284.00 | |
| Study Area 7 | Summer from Laney Walker - Hopkins | 110.77 | No | \$91,450.10 | |
| Study Area 59 | Clark from Division - Westview | 109.71 | No | \$257,342.00 | |
| Study Area 84 | Druid Park Avenue | 108.92 | Yes | \$181,450.00 | 2018 |
| Study Area 34 | Wheeler from Highland - Royal | 108.20 | No | \$312,578.00 | |
| Study Area 56 | Heard from Bransford - Russell | 107.89 | No | \$425,102.00 | |
| Study Area 19 | Broad Street Improvements | 107.59 | Yes | \$1,635,240.00 | 2022 |
| Study Area 2 | Arsenal near McDowell | 107.33 | No | \$251,659.00 | |
| Study Area 1 | Wrightsboro from Mill - McCauley | 107.28 | No | \$320,184.00 | |
| Study Area 77 | Central from Craig - Hickman | 107.13 | No | \$411,972.00 | |
| Study Area 39 | Lumpkin from Peach Orchard - Harold | 106.97 | No | \$931,667.00 | |
| Study Area 18 | Reynolds from 7th Street - 12th Street | 104.93 | No | \$206,636.00 | |
| Study Area 16 | Jones from 13th Street - 10th Street | 104.08 | No | \$102,287.00 | |
| Study Area 90 | Telfair Street Improvements | 104.07 | Yes | \$881,588.00 | 2020 |
| Study Area 40 | Murphey from Milledgeville - Deans Bridge | 103.13 | No | \$160,244.00 | |
| Study Area 30 | Anderson from 12th Street - Monroe | 102.66 | No | \$197,503.00 | |
| Study Area 20 | Chafee near Laney Walker | 102.04 | No | \$40,697.90 | |
| Study Area 60 | Laney Walker from James Brown - Blount | 101.12 | No | \$271,374.00 | |
| Study Area 53 | Tuttle from Hicks - Jenkins | 100.50 | No | \$127,182.00 | |
| Study Area 47 | MLK from Mill - Chestnut | 99.61 | No | \$333,211.00 | |
| Study Area 64 | Grand from 13th Street - Turpin | 97.33 | No | \$221,878.00 | |
| Study Area 72 | Wrightboro from Damascus - North Leg | 96.76 | No | \$614,645.00 | |
| Study Area 79 | Osler from New Baille - 15th Street | 95.91 | No | \$55,188.50 | |
| Study Area 93 | SR 4/15th Street Ped. Improvements | 94.20 | Yes | \$332,745.00 | 2019 |
| Study Area 46 | MLK from 14th Street - Fuller | 93.62 | No | \$427,045.00 | |
| Study Area 58 | Milledge near McDowell | 92.47 | No | \$104,109.00 | |
| Study Area 25 | Jones from 15th Street - 13th Street | 91.95 | No | \$203,170.00 | |
| Study Area 63 | Walton Way from 15th Street - 13th Street | 91.78 | No | \$156,061.00 | |

Appendix A - PROW Facilities

| Name | Location | Barrier Score | TIA Project | ADA Projected Budget | Projected Start Date |
|---------------|--|---------------|-------------|----------------------|----------------------|
| Study Area 78 | Harper from St. Sebastian - 15th Street | 91.72 | No | \$68,764.30 | |
| Study Area 52 | 13th Street Improvements | 90.50 | No | \$93,643.90 | 2019 |
| Study Area 10 | Ellis from 10th Street - 12th Street | 90.31 | No | \$136,032.00 | |
| Study Area 41 | Kissingbower from Deans Bridge - Milledgeville | 89.95 | No | \$247,093.00 | 2019 |
| Study Area 37 | Wrightsboro from Highland - Anthony | 89.60 | No | \$342,272.00 | |
| Study Area 71 | 12th Street from Perry - Mauge | 87.36 | No | \$159,512.00 | |
| Study Area 73 | Highland from McDowell - Hillcrest | 86.74 | No | \$173,378.00 | 2017 |
| Study Area 74 | Reynolds from 15th Street - 13th Street | 86.70 | No | \$272,183.00 | |
| Study Area 57 | Wrightsboro from Holden - Winter | 86.49 | No | \$433,059.00 | |
| Study Area 67 | Laney Walker from Twiggs -Peters | 86.43 | No | \$52,262.60 | |
| Study Area 26 | 15th Street from Calhoun Parkway - Ellis | 85.17 | No | \$80,019.00 | |
| Study Area 91 | Walton Way Improvements | 84.83 | Yes | \$1,520,220.00 | 2018 |
| Study Area 88 | North Leg Road Improvments | 83.66 | Yes | \$166,452.00 | 2018 |
| Study Area 66 | 8th Street from Laney Walker - D'Antignac | 83.34 | No | \$116,562.00 | |
| Study Area 21 | Spellman near Wrightsboro | 82.45 | No | \$68,064.60 | |
| Study Area 81 | Crawford from Greene - Jenkins | 82.03 | No | \$218,329.00 | |
| Study Area 51 | Walton Way from 15th Street - Fenwick | 81.98 | No | \$180,079.00 | |
| Study Area 80 | Eve from Greene - Walton Way | 81.13 | No | \$272,163.00 | |
| Study Area 89 | SR 4/15th Street Widening | 80.95 | Yes | \$900,578.00 | 2019 |
| Study Area 68 | Walton Way from 7th Street - 10th Street | 77.19 | No | \$236,898.00 | 2019 |
| Study Area 32 | Patriots from Washington - Parrish | 76.25 | No | \$205,089.00 | |
| Study Area 36 | MLK from 12th Street - Gordon Hwy | 75.85 | No | \$152,296.00 | |
| Study Area 62 | 12th Street from D'Antignac - Hopkins | 75.60 | No | \$105,334.00 | |
| Study Area 70 | Walton Way Ext from Skinner Mill - Jackson | 74.31 | No | \$295,168.00 | |
| Study Area 13 | Mims from Hephzibah-McBean - Windsor Springs | 68.02 | No | \$590,226.00 | 2019 |
| Study Area 48 | Peach Orchard from Bobby Jones - Kilner | 63.52 | No | \$1,045,430.00 | |
| Study Area 24 | Brothersville from Mims - Hwy 88 | 57.36 | No | \$533,312.00 | |
| Study Area 44 | Milledgeville from North Leg - Wheelless | 54.26 | No | \$531,366.00 | |
| Study Area 92 | Windsor Spring II | 50.64 | Yes | \$1,208,510.00 | |
| Study Area 17 | Hwy 88 near Windsor Springs | 46.53 | No | \$894,015.00 | |
| Study Area 45 | Windsor Springs from Cross Creek - Rosier | 42.98 | No | \$1,495,350.00 | 2018 |

Appendix A - PROW Facilities

| Name | Location | Barrier Score | TIA Project | ADA Projected Budget | Projected Start Date |
|------|---|---------------|-------------|----------------------|----------------------|
| NA | Skinner Mill Widening | NA | No | \$750,000.00 | |
| NA | Marks Church II from Wrightsboro to Jamaica | NA | Yes | \$7,849,390.00 | 2018 |
| NA | Wrightsboro from Marks Church - Aug W Pkwy | NA | No | \$5,978,691.00 | 2018 |
| NA | Wrightsboro from Jimmie Dyess to I-520 | NA | Yes | | 2014 |
| NA | Deans Bridge at Gordon Hwy | NA | Yes | \$1,064,403.00 | 2016 |
| NA | Windsor Springs IV & V | NA | Yes | | 2016 |
| NA | Jackson Rd | NA | | | |
| NA | Pleasant Home | NA | | | |
| NA | Berckmans Road | NA | | | 2016 |



Appendix B: Public Services and Programs Barrier Removal Plan

Appendix B - Programs and Services

Facilities and Services Accessibility

| Full Name of Building | Location | ADA Parking | ADA Signage | ADA Route | ADA Entrance | ADA Hardware | Remediation Action Plan | Cost | Completion Due Date |
|--|-------------------------------|------------------------|----------------|--------------|-----------------|-----------------|--|------|------------------------|
| Engineering/Utilities Administration Building | 452 Walker St | Yes | Yes | Yes | Yes | Yes | | | |
| Information Technology | 535 Telfair St, Building 2000 | Yes | Yes | Yes | Yes | Yes | | | |
| County Judicial Center/ John H. Ruffin, Jr. Courthouse | 735 James Brown Blvd | Yes | Yes | Yes | Yes | Yes | | | |
| Charles B Webster Detention Center | 1941 Phinizy Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Ronald H Strength Sheriff's Office Administration Facility | 400 Walton Way | Yes | Yes | Yes | Yes | Yes | | | |
| Division of Family and Children Services | 510 Fenwick St | closed for renovations | | | | | survey after completion of renovations | | TBD |
| Augusta Municipal Building | 535 Telfair St | Yes | Yes | Yes | Yes | Yes | connect access aisle to sidewalk | | Feb-20 |
| Augusta Employee Wellness Center | 535 Telfair St | Yes | No | No | Yes | Yes | Ramp non-compliant, entrance signs | | Feb-20 |
| Jeff Maxwell Branch Library | 1927 Lumpkin Rd | Yes | Yes | Yes | Yes | Yes | connect access aisle to sidewalk | | |
| Extension Service | 602 Greene St | No | No | No | No | No | Post alternative service notice | | Feb-20 |
| Coroner - Office | 912 Eighth St | Yes | No | Yes | Yes | No | Parking sign, ADA door hardware | | Feb-20 |
| Housing And Community Development | 925 Laney Walker Blvd | Yes | Yes | Yes | Yes | Yes | restroom signage location and Braille | | Feb-20 |
| Wallace Branch Library | 1237 Laney-Walker Blvd | Yes | No | Yes | Yes | Yes | Parking sign; wider access aisle | | Feb-20 |
| Sheriff Substation | 2803 Wrightsboro Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Friedman Branch Library | 1447 Jackson Rd | Yes | Yes | Yes | Yes | door opener | handles/dispensers | | Feb-20 |
| Public Transit Office | 1535 Fenwick St | Yes | Yes | Yes | Yes | Yes | repaint parking spaces | | Feb-20 |
| Appleby Branch Library | 2260 Walton Way | No | No | No | No | No | Post alternative service notice | | Complete |
| West Augusta Tag Office | 2816 Washington Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Humane Society | 425 Woods St | No | No | No | No | Yes | Post alternative service notice | | Feb-20 |
| Sheriff Substation | 807 Eisenhower Dr | No | No | Yes | Yes | Yes | Mark ADA parking and install sign | | Feb-20 |
| Sheriff Substation | 2241 Brown Rd | No | No | Yes | Yes | Yes | Mark ADA parking and install sign | | Feb-20 |
| Diamond Lakes Branch Library | 101 Diamond Lakes Way | Yes | Yes | Yes | Yes | Yes | | | |
| Animal Services | 4164 Mack Ln | Yes | Yes | Yes | Yes | Yes | | | |
| RCCI | 2314 Tobacco Rd | Yes | No | Yes | Yes | Yes | Install parking signs | | Feb-20 |
| Planning & Development - License & Permitting | 1803 Marvin Griffin Rd | Yes | Yes | Yes | Yes | Yes | wider van space and access aisle | | Feb-20 |
| Traffic Engineering (former Natural Resources) | 1815 Marvin Griffin Rd | Yes | construction | Yes | Yes | Yes | Entrance ramp lacks wheel railing | | TBD |
| Sheriff Substation | 2416 Windsor Spring Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Division of Driver Services | 3423 Mike Padgett Hwy | Yes | No | Yes | Yes | Yes | Install parking signs | | Feb-20 |
| Augusta Regional Airport | 1501 Aviation Way | Yes | Yes | Yes | Yes | Yes | | | |
| Marshal Substation | 3050 Deans Bridge Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Recreation Dept Administration Office | 2027 Lumpkin Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Library Main | 902 Greene St | Yes | Yes | Yes | Yes | Yes | | | |
| Utilities Customer Service | 3463 Peach Orchard Rd | Yes | Yes | Yes | Yes | Yes | | | |
| Sheriff Substation | 725 Ellis St | No | No | No | No | Yes | Mark ADA parking; threshold ramp | | Feb-20 |
| Sheriff Substation | 721 Crawford Ave | Yes | Yes | Yes | Yes | Yes | | | |
| Old Government House | 432 Telfair St | Yes | Yes | Yes | Yes | No | ADA door hardware, clear leaves | | Feb-20 |
| Augusta Judicial Circuit Office of the Public Defender | 902 Greene St | Yes | Yes | Yes | Yes | Yes | | | |
| Augusta Law Department | 535 Telfair St Bldg 3000 | Yes | Yes | No | No | No | Ramped entrance/threshold, hardware | | Dec-20 |
| Transit Transfer Facility | 1546 Broad Street | Yes | Yes | Yes | Yes | Yes | Maintain automatic door openers | | TBD |

Appendix B - Programs and Services

Polling Location Accessibility (Updated 11/2019)

| Full Name of Building | Location | ADA Parking | ADA Signage | ADA Route | ADA Entrance | ADA Hardware | Remediation Action Plan |
|---|---------------------------|-------------|-------------|-----------|--------------|--------------|---|
| Aldersgate United Methodist Church | 3185 Wheeler Rd | Yes | No Van Sign | Yes | Yes | Some | Add buzzer on door on election day if needed |
| Asbury United Methodist Church | 1305 Troupe St. | Yes | No Van Sign | Yes | Yes | Yes | Mark access aisle and route to nearest entrance |
| Augusta Aquatics Center | 3157 Damascus Rd. | Yes | No Van Sign | Yes | Yes | Yes | Raise signs; add access aisles |
| Augusta Deliverence Evangelistic Church | 2028 Roosevelt Dr. | Yes | No Van Sign | Yes | Yes | Yes | Mark access aisle and route nearest entrance |
| Bayvale Baptist Church | 2240 Bayvale Rd. | Yes | Yes | Yes | Yes | No | Mark access aisle; door buzzer or prop open |
| Bernie Ward Community Center | 1941 Lumpkin Rd | Yes | No Van Sign | Yes | Yes | Yes | Mat over crack in ramp until repaired |
| Blythe City Hall | 294 Church St | Yes | Yes | Yes | Yes | Yes | Raise signs to 60" minimum; add signs |
| Burns Memorial United Methodist Church | 2372 Lumpkin Rd | Yes | No | Yes | Yes | Yes | Add parking signs and van sign 1 of 6 |
| Covenant Presbyterian Church | 3131 Walton Way | Yes | No Van Sign | Yes | Yes | Yes | |
| Cross Creek High School | 3855 Old Waynesboro Rd | Yes | No Van Sign | Yes | Yes | Yes | |
| Diamond Lakes/ Howard Community Center | 4335 Windsor Spring Rd | Yes | Yes | Yes | Yes | Yes | Add van sign near library entrance |
| East Central Regional Hosp.-Gracewood | Magnolia Dr., Bldg 22 Gym | Yes | No | Yes | Yes | Yes | Mark access aisle and route; add parking sign |
| Eastview Recreation Center | 644 Aiken St | Yes | No Van Sign | Yes | Yes | Yes | Add van sign |
| First Baptist Church of Augusta | 3500 Walton Way | Yes | Some | Yes | Yes | Yes | Add parking signs at secondary building |
| Friedman Library | 1447 Jackson Rd | Yes | Yes | Yes | Automatic | No | New parking paint and signs completed |
| Gracewood Community Center | 2309 Tobacco Rd | Yes | No Van Sign | Yes | Yes | Yes | Add van sign |
| Heal Complex- Paine College | 1255 Druid Park | Yes | Yes | Yes | Yes | Yes | |
| Henry H. Brigham Community Center | 2463 Golden Camp Rd | Yes | Yes | Yes | Yes | Yes | Add van sign; reconstruct curb ramps |
| Hephzibah Carroll Community Center | 4977 Windsor Spring Rd | Yes | Some | Yes | Yes | Yes | Repaint and replace signs and add van sign |
| Jamestown Community Center | 3647 New Karleen Rd | Yes | No Van Sign | Yes | Yes | Yes | Add van sign at space near bottom of ramp |
| Julian Smith Casino | 2200 Broad St. | Yes | No Van Sign | Yes | Yes | Yes | Add van sign |
| Kroc Center | 1833 Broad St. | Yes | Yes | Yes | Yes | Yes | Mark parking and aisle; add directional signage |
| May Park | 622 4th St | Yes | No Van Sign | Yes | Yes | Yes | Add van sign and reconstruct curb ramp |
| McBean Community Center | 1155 Hephzibah-McBean Rd | Yes | No Van Sign | Yes | Yes | Yes | Add van sign |
| McDuffie Woods Community Center | 3431 Old McDuffie Rd | Yes | No Van Sign | Yes | No clearance | Yes | Add buzzer; move spaces to front and fix route |
| Minnick Park | 1850 Kissingbower Rd. | Yes | No Van Sign | Yes | Yes | Yes | Add van sign; add buzzer |
| Mt. Calvary Baptist Church | 1260 Wrightsboro Rd | Yes | No | Yes | Yes | Yes | Add sign and access aisle; mark route to entrance |
| Mt. Vernon Baptist Church | 1930 Olive Rd | Yes | No | Yes | Yes | No | Add parking sign near aisle, door buzzer |
| National Hills Baptist Church | 2725 Washington Rd | Yes | Some | Yes | Yes | Yes | Add parking sign, mark aisle near entrance |
| New Zion Missionary Baptist Church | 3237 1/2 Deans Bridge Rd | Yes | No Van Sign | Yes | Yes | Yes | Door buzzer |
| Pine Hill Baptist Church | 4233 Old Waynesboro Rd | Yes | No | Yes | Yes | No | Add aisle, sign and door buzzer |
| Providence Baptist Church | 3850 Wrightsboro Rd | Yes | No Van Sign | Yes | Yes | Yes | Add buzzer |
| Sharon Baptist Church | 3434 Sharon Rd | Yes | No Van Sign | Yes | Yes | Yes | Add signs and door buzzer |
| Southside Baptist Church | 3612 Mike Padgett Highway | Yes | No | Yes | Yes | Yes | Add signs |
| St. Augustine Church | 3321 Wheeler Rd | Yes | Yes | Yes | Yes | Yes | Add aisle, door buzzer |
| St. Marks United Methodist Church | 2367 Washington Rd | Yes | No | Yes | Yes | Yes | Add signs |
| Stevens Creek Church/SouthPoint Campus | 3358 Peach Orchard Rd | Yes | No | Yes | Yes | Yes | Add signs |
| Trinity CME Church | 2930 Glenn Hills Dr | Yes | No Van Sign | Yes | Yes | No | Add buzzer |
| Vineyard Church | 3126 Parrish Rd | Yes | No Van Sign | Yes | Yes | Yes | Mark wider access aisle |
| Wallace Branch Library | 1237 Laney-Walker Blvd | Yes | No | Yes | Yes | Yes | Add sign and access aisle; mark route to entrance |

Appendix B - Programs and Services

Polling Location Accessibility (Updated 6/2019)

| Full Name of Building | Location | ADA Parking | ADA Signage | ADA Route | ADA Entrance | ADA Hardware | Remediation Action Plan |
|-------------------------------|------------------------|----------------|----------------|-----------|-----------------|-----------------|---|
| Vineyard Church | 3126 Parrish Rd | Yes | No Van Sign | Yes | Yes | Yes | Mark wider access aisle |
| Wallace Branch Library | 1237 Laney-Walker Blvd | Yes | No | Yes | Yes | Yes | Add sign and access aisle; mark route to entrance |
| Warren Road Recreation Center | 300 Warren Rd | Yes | No Van Sign | Yes | Yes | Yes | Reconstruct curb ramp; add access aisle w/ramp |
| Wildwood Christian Church | 2627 Tobacco Rd | Yes | No | Yes | Yes | Yes | Add sign; put mat on curb ramp where broken |

Appendix B - Programs and Services

Emergency Shelter Accessibility (Updated 6/2019)

[illegible]